

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

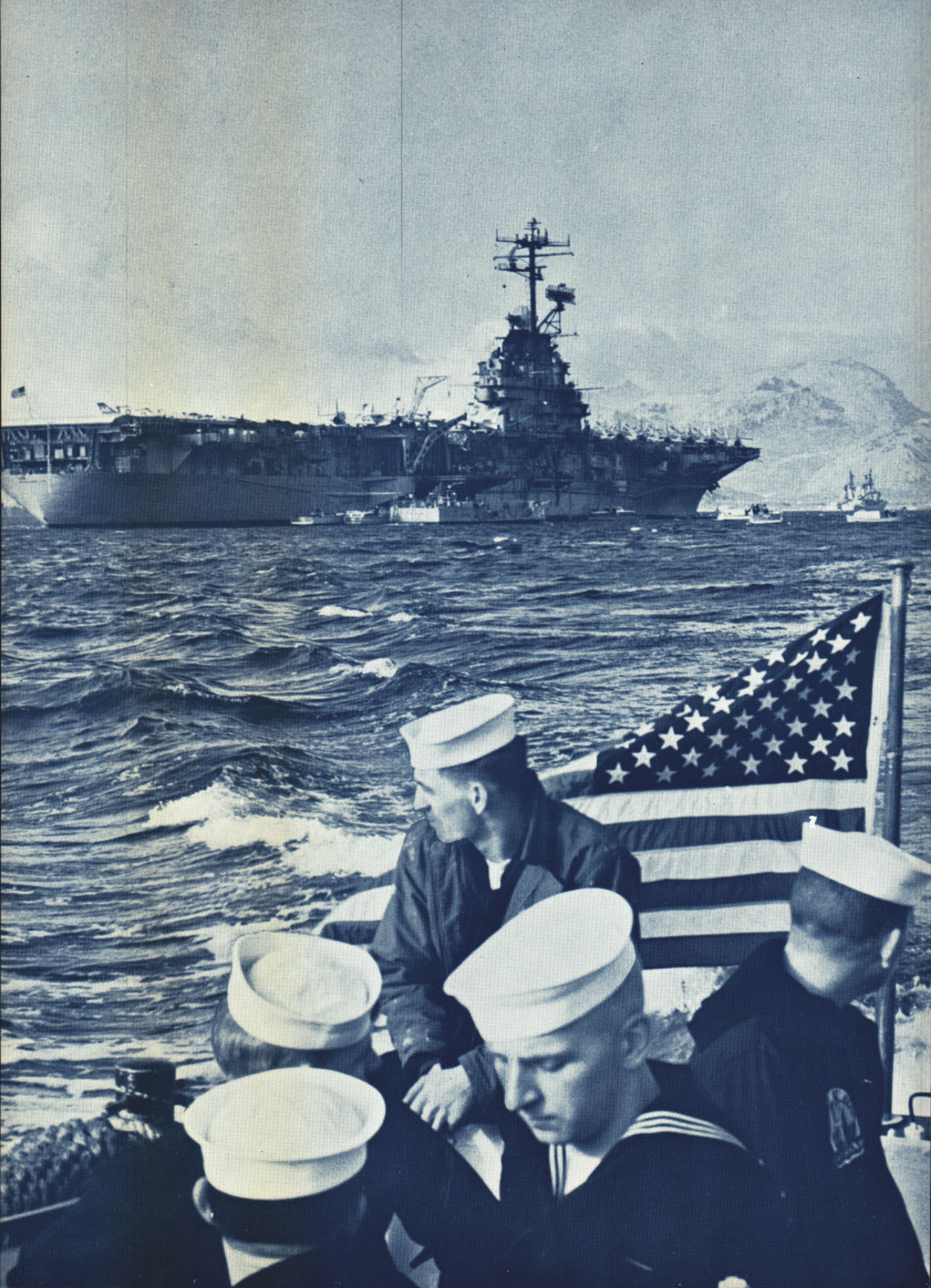
in this issue:  
The Carrier Navy



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

MAY 1965









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NUMBER 580

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• **FRONT COVER:** HIGH OCTANE—RA-5C Vigilante refuels from A3B Skywarrior high above its mobile air station, U. S. Seventh Fleet aircraft carrier USS *Ranger* (CVA 61) during operations in the South China Sea.

• **AT LEFT:** SHIP TO SHIP—Crew members of USS *Shangri La* (CVA 38) ride launch across the Bay of Pollenza on the Island of Majorca to the carrier USS *Forrestal* (CVA 59) for briefing on Sixth Fleet operations in the Med.

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## JOINT ACTION IN VIETNAM

# Carrier Strike Force

**E**VENTS over the past months have again drawn Navy carrier strike forces into responsive action against communist-controlled North Vietnam.

Seventh Fleet carrier planes bombed and strafed guerrilla staging areas north of the 17th parallel, in response to communist armed aggression against South Vietnam.

The events that began on 7 February are now an episode in history. Here's a capsule report of those eventful days, and the action that followed.

The recent guerrilla actions were perhaps the most aggressive yet conducted, particularly against Americans. At 0200 on 7 February the Viet Cong attacked two South Vietnamese airfields, two U.S. barracks areas, several villages and one town, causing substantial casualties. The attacks were staged in three areas, including a U. S. military compound

and nearby airstrip at Pleiku; villages and aviation gas tanks at Tuy Hoa and villages near Nhatrang—all in South Vietnam.

U. S. casualties in the Pleiku area were eight killed and 129 wounded, plus five helicopters destroyed, nine to 11 damaged, and six fixed-wing aircraft damaged.

Most of the destruction in the Pleiku area was caused by mortar fire, launched from a position outside the compound perimeter. Several Viet Cong troops, in addition, infiltrated the camp area under cover of darkness and planted explosives. An American sentry detected them and opened fire, thus saving the lives of many of the approximately 180 U. S. military advisors—most of whom were asleep. The sentry later died of wounds he received.

The other U. S. dead were enlisted men trapped in a shelled

barracks. In all there was major damage to seven barracks, moderate damage to 10 others, and minor damage to 35 buildings.

**I**MMEDIATELY following the attacks, U. S. representatives in Saigon met with representatives of the South Vietnamese government. They jointly agreed that responsive action was required.

About six hours after the attacks President Johnson met with Secretary of Defense Robert S. McNamara and other members of the National Security Council. The President subsequently ordered action by United States forces in concert with South Vietnamese forces.

At 1400 7 February aircraft were launched from the carriers *USS Ranger* (CVA 61), *Hancock* (CVA 19) and *Coral Sea* (CVA 43), which were steaming in the South



China Sea about 100 miles off the coast of South Vietnam and south of the 17th parallel.

A total of 49 aircraft, including A-4 *Skyhawks* and F-8 *Crusaders* from *Coral Sea* and *Skyhawks*, *Crusaders* and two reconnaissance planes from *Hancock*, carried out 49 sorties against Donghoi in the southern part of North Vietnam. This area has been used by the Hanoi regime as a staging base, where guerrillas and equipment are dispatched down infiltration routes leading through Laos into South Vietnam. *Ranger* planes launched for this strike aborted their mission due to adverse weather conditions.

Other U. S. and South Vietnamese aircraft were also prevented from attacking their assigned targets because of poor weather conditions.

IN ANNOUNCING the strike before a nationally televised press conference, Secretary McNamara stated that it was quite clear the communists intended their attacks as a test of will and a clear challenge of the political purpose of both the U. S. and South Vietnamese governments.

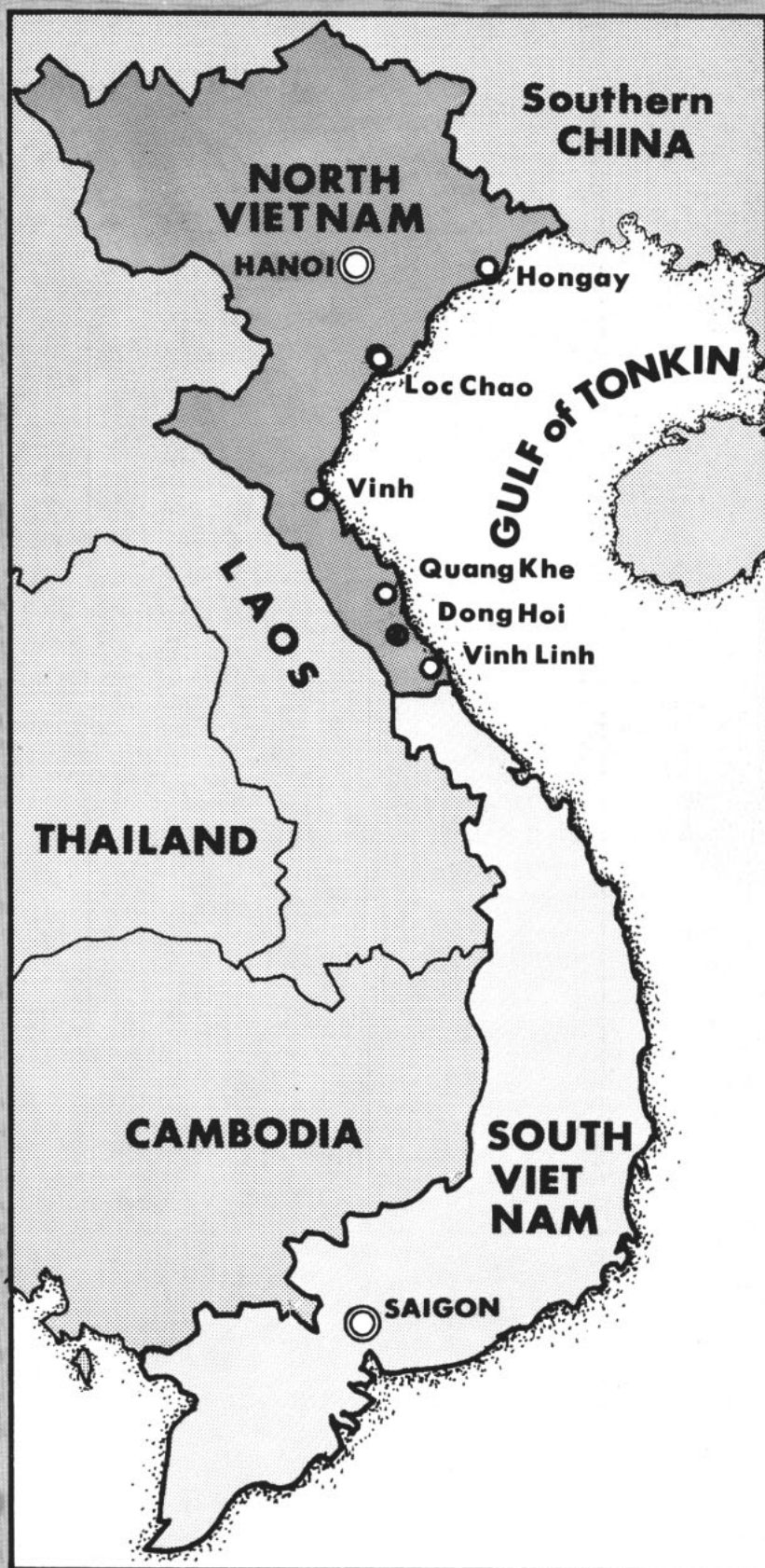
"It was a test and a challenge, therefore, which we couldn't fail to respond to," he said, "without misleading the North Vietnamese as to our intent and strength of purpose to carry out that intent."

The Defense Secretary reported that captured documents the U. S. has obtained from individuals infiltrating from the north, plus prisoner-of-war reports obtained in recent months, indicate that the volume of infiltration has expanded substantially recently. The number of Viet Cong infiltrating South Vietnam in 1964 was probably double the 1963 figure.

"This, plus other evidence, leads us to believe that Hanoi (capital of North Vietnam) has consciously and purposely stepped up the pressure against the South Vietnamese," he said. "And we have every reason to believe, based on our intelligence sources, that the attacks on Pleiku, Tuy Hoa and Nha Trang were ordered and masterminded directly from Hanoi."

Mr. McNamara assured the nation that our forces are on the alert and prepared.

Admiral Ulysses S. Grant Sharp, Jr., Commander in Chief, Pacific, was in charge of the strike operations. One A-4 from *Coral Sea* was lost, with the pilot reported







**ON THE MOVE**—Vietnamese soldiers, U. S. advisors resupply troops on front lines by means of helicopter while under fire from Viet Cong guerrilla band.

missing, and seven other aircraft were damaged by antiaircraft fire.

President Johnson ordered that all U. S. dependents be brought home from South Vietnam, and that a Marine Corps *Hawk* surface-to-air missile battalion be deployed there.

**I**N HIS STATEMENT, President Johnson said it is quite clear that Hanoi has undertaken a more aggressive course of action against both South Vietnamese and American installations, "and against Americans who are in South Vietnam assisting

### Message to a Carrier Crew

A few weeks ago Prime Minister Phan Huy Quat of Vietnam came aboard *uss Coral Sea* (CVA 43) and addressed the crew. Here are excerpts from his address:

"I'd like to have your permission to say a few words to our friends on the *uss Coral Sea*.

"My dear friends, it is indeed a pleasure for me to be here today with you, and to personally bring to you the warm greetings of the Vietnamese people. We in Free Vietnam are following with great interest your everyday activities in this part of the world for we know that they are mainly aimed at helping us preserve our independence and territorial integrity in the face of blatant communist aggression coming from the North.

"We in Free Vietnam are proud to count you among our friends, for friends you are indeed. In our hour of greatest need, when our very survival as free men is at stake, we are also deeply thankful that you have willingly accepted many sacrifices in serving out here, serving your great country but also, and more importantly, serving the sacred ideals of liberty and justice.

"I do hope that the communists in North Vietnam and the Chinese communists soon understand that, facing the men in the mightiest fleet in the world, they will decide to stop their aggression against Free Vietnam, and then peace, the peace that we all so ardently desire would come. We are not afraid of talking about peace but we want a peace to be enjoyed by proud, free men.

"Friends, know that while you are doing your best out here your families are missing you and you are missing your dear ones, but I am sure that they understand the importance of your mission and are rightly proud of you. I ask you to please convey to your dear ones back home the kindest regards of the entire Vietnamese people and our heartfelt thanks to them for sending you out here to assist us."

the people of that country to defend their freedom."

"We have no choice now but to clear the decks and make absolutely clear our continued determination to back South Vietnam in its fight to maintain its independence," he said.

The following day—8 February—the Viet Cong continued their raids. They fired 15 mortar shells at the U. S. Army helicopter base at Soc Trang, but no casualties or damage resulted.

**M**EANWHILE, Mr. McGeorge Bundy, the President's special assistant for national security, visited the areas which were attacked by the Viet Cong the previous day. He was present in South Vietnam on a special mission when the communists initiated their coordinated attacks, but was not endangered by them. Mr. Bundy also visited U. S. casualties in hospitals.

On his return to Washington that day, Mr. Bundy reported to the National Security Council that the communists represent the gravest kind of danger to the freedom and future of South Vietnam.

Shortly before this address, 24 South Vietnamese planes, accompanied by U. S. Air Force fighters, bombed a military communications center in Vinhlinh, North Vietnam, in a follow-up to the previous day's strike.

On 9 February the Viet Cong shot down three American helicopters. One Army crewman was killed and eight other Americans injured.

The helicopter casualties came as the first planeloads of American dependents were departing Saigon airport, and as the bodies of nine dead American soldiers commenced their final homeward journey.

At about the same time, the Marine *Hawk* battalion, arriving from Okinawa, was made operational at Danang air base, which is 50 miles south of the 17th parallel dividing North and South Vietnam. The Marines will provide antiaircraft defense against possible communist sorties from the North, using the 20-plus-mile range missiles.

Viet Cong marauders next struck at an American barracks in Qui Nhon, where 62 non-combat troops were billeted. Striking again at night, the guerrillas exploded two large bombs on the sides of the building, demolishing it. The four-story structure collapsed into a heap of rubble about 30 feet high.

Nineteen of the 62 men were not



inside at the time, and 22 survivors were rescued. Seabees and Army engineers combed the wreckage for the remaining 21 men.

**D**URING RESCUE operations a fleet of about 50 Viet Cong junks, commandeered from local fishermen, attempted an amphibious landing near the site to attack the rescue party. They were driven off by Vietnam gunboats and U. S. copters.

Response for this latest assault was swift. A total of 160 U. S. and South Vietnamese planes again flew northward to bomb communist installations.

In the three and one-half hour strike, three Navy planes were lost—two to ground fire and one in an emergency landing.

This time the air strikes were aimed at other staging areas in North Vietnam adjacent to infiltration routes. It was the biggest single attack yet staged against the communists.

**A** WHITE HOUSE statement reported:

"United States air elements joined with the South Vietnamese Air Force in attacks against military facilities in North Vietnam used by Hanoi for the training and infiltration of Viet Cong personnel into South Vietnam.

"These actions by the South Vietnamese and United States governments were in response to further direct provocations by the Hanoi regime.

"Since 8 February a large number of South Vietnamese and United States personnel have been killed in an increased number of Viet Cong ambushes and attacks. A district town in Phuoc Long Province has been overrun, resulting in further Vietnamese and United States casu-



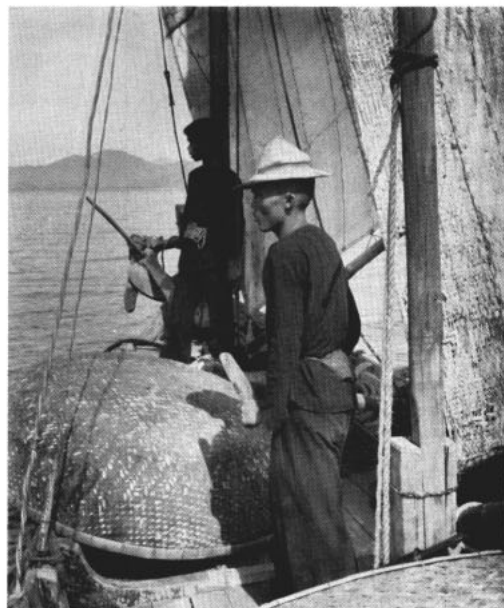
VIETNAMESE Air Force strafes Viet Cong troops. Below: Junk Force hunts enemy.

alties. In Qui Nhon, Viet Cong terrorists, in an attack on an American military billet, murdered Americans and Vietnamese. In addition, there have been a number of mining and other attacks on the railway in South Vietnam as well as assassinations and ambushes involving South Vietnamese civil and military officials.

"The United States Government has been in consultation with the Government of South Vietnam on this continuation of aggressions and outrages. While maintaining their desire to avoid spreading the conflict, the governments felt compelled to take the action described."

What happens next may be stale news before this report is in print. But this report will have no less meaning as to why our forces in WestPac are on constant alert.

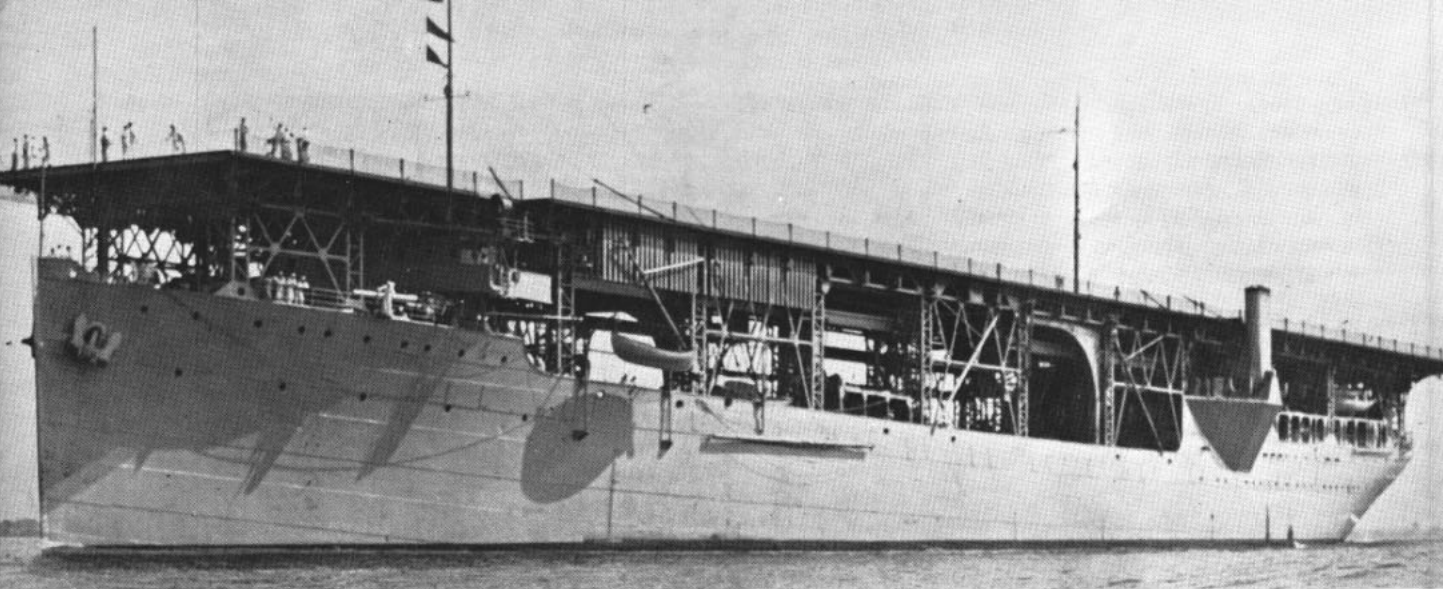
—Bill Howard, JO1, USN



FLOATING NAS—Planes from USS Coral Sea (CVA 43) and Ranger (CVA 61) hit military targets in North Vietnam.







NUMBER ONE was USS Langley (above). Below: WWII carrier task force.

# Evolution

IF YOU'RE WILLING to stretch a point ever so slightly, it might be said that the Navy had an aircraft carrier long before it had airplanes. The first such carrier cost the government \$150 and was worth every cent—but not much more.

Here's how it all came about:

For some time during the Civil War, the authorities had been annoyed by importunate daredevils who insisted upon the military value of balloons. It would be possible, they claimed, by ascending in the air to gain a panoramic view of the enemy and to detect its early intentions. The powers-that-be were pretty doubtful of the whole idea but were finally induced to permit, on 11 Nov 1861, a certain Thaddeus Lowe to make his observations from a balloon.

Earlier that year the Navy had bought, for \$150, a ship by the name of *George Washington Parke Custis*. This was converted to a combination coal barge and balloon boat. It is unlikely, however, that it will be necessary for history books to be rewritten to any great extent for, although a balloon can be considered an aircraft and *Custis* certainly carried Lowe's balloon, *Custis* will never displace *Langley* as the Navy's first official aircraft carrier.

This is Lowe's story: "I left the Washington Navy Yard early Sunday morning, towed out by the steamer *Coeur de Lion*, having on board competent assistant aeronauts,

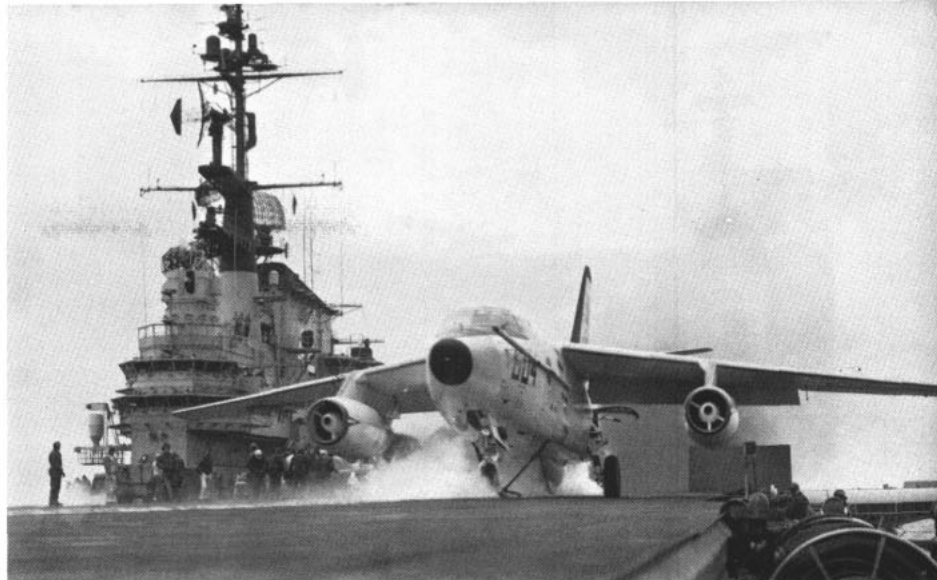
**ALL HANDS**





together with my new gas generating apparatus, which, though used for the first time, worked admirably. We located at the mouth of Mattawoman Creek, about three miles from the Virginia shore. Yesterday proceeded to make observations accompanied in my ascensions by (Brigadier) General (Daniel E.) Sickles and others. We had a fine view of the enemy's camp-fires during the evening, and saw the rebels constructing new batteries at Freestone Point."

**T**HIS PRESUMABLY was the end of the Navy's interest in Civil War aircraft carriers. (The use of observation balloons is another story



# of the Flattop Navy

which we won't go into here.)

Except for this single isolated oddball incident, the idea of naval aviation really didn't take hold until 1910 when Eugene Ely made his historic flight from the old cruiser *Birmingham*. Two months later, in January 1911, Ely landed aboard the armored cruiser *Pennsylvania*. It wasn't long afterwards that naval aviation became a reality.

However, not until a little over four years after World War I did carrier aviation begin its rapid growth. They were the years which witnessed startling aeronautical innovations and brought about the beginnings of our carrier fleet.

For a number of years, naval minds at home and abroad had been speculating on the possibility of carrying airplanes to sea and launching them from ocean-borne platforms. It was a tantalizing prospect and, if successful, would open wide military vistas to the nation which succeeded in perfecting it.

After the war, the U.S. Navy turned its attention to the idea, and the collier (coal hauling vessel) *Jupiter* was converted into the carrier *uss Langley* (CV 1). In the early '20s an improved catapult was installed aboard the flattop.

**I**T WAS A DAY to be remembered by naval flyers when, in October 1922, *Langley*—the first aircraft carrier of the U.S.—stood out to sea and started the development of the

Navy's basic carrier operations. Because of her unlovely lines, she quickly became known as the "Covered Wagon." But upon her deck naval flying grew, and "firsts" appeared with startling regularity.

On 17 Oct 1922, Lieutenant Commander V. C. Griffin, in a VE-7-SF, earned the distinction of being the first flyer to take off from her deck.

Nine days later, with *Langley* underway, LCDR Godfrey Cheva-

lier, perhaps in recognition of the fact that no one had worked harder than he on perfecting the arresting gear, made the first landing on the carrier's deck.

Commander Kenneth Whiting, first to be successfully catapulted from the deck, took off at the controls of a PT aircraft on 18 Nov 1922.

The Navy, happy with the results of the *Langley* experiments, incorporated many improvements in *Lex-*

**PLANE AWEIGH**—An A3B Skywarrior catapults from *USS Franklin D. Roosevelt* (CVA 42). Below: *USS Enterprise* (CVAN 65) is world's biggest warship.







PACIFIC 'ISLANDS'—USS Oriskany (CVA 34) steams Pacific waters. Rt: Hancock (CVA 19) patrols South China Sea.

ington (CV 2) and Saratoga (CV 3). These two large ships, converted from cruiser hulls, were added to the Fleet in late 1927.

In addition, the carriers *Ranger* (CV 4) (first ship to be built from the keel up as a carrier), *Yorktown* (CV 5) and *Enterprise* (CV 6) helped carry naval aviation through the '30s. (They were to play a significant role in the critical days following the Japanese attack on Hawaii.)

**U**NTIL 1929, the true role of CVs in the Fleet was only hinted. And then came Fleet Problem IX, when *Saratoga* indicated the poten-

**ALL ABOARD**—Pilots mount up as flight deck crew readies plane for launching aboard *USS Independence*.



tial of these ships. *Saratoga* after making a wide sweep maneuver, launched planes which bombed, theoretically, the Panama Canal and rendered it inoperable (also theoretically).

The Navy, from that time on, conducted intensive studies on a wide variety of carrier tactics. Some of the very same procedures were followed by the Japanese Navy later in its attack on Pearl Harbor.

**T**HEN CAME WORLD WAR II and the U.S. emerged as the world's first naval power. As the war progressed, carriers were essential to three of the principal missions assigned to naval aviation:

- *Air strikes*—Planes attached to fast carrier task forces were discovered, at the beginning of the war, to be most effective.

- *Antisubmarine warfare*—Hunter-killer planes attached to small car-

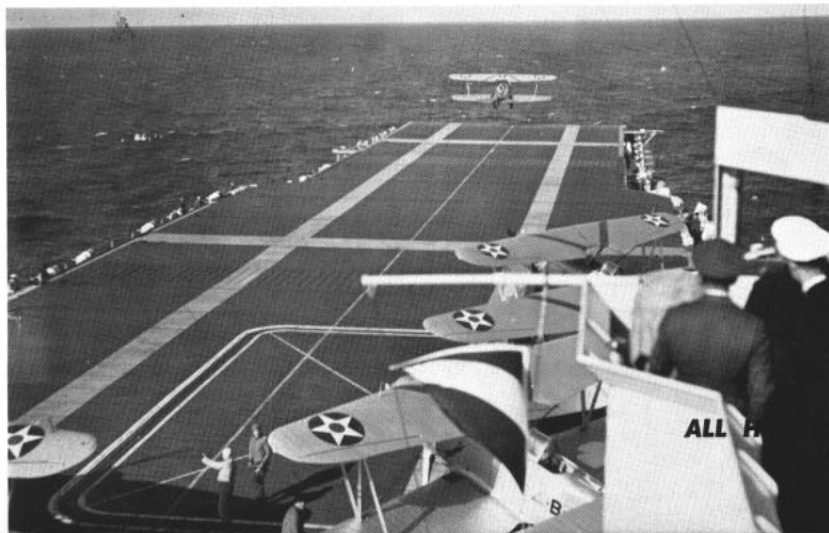
rier task forces always were on the lookout for enemy subs.

- *Air support to amphibious operations*—Planes flying from jeep carriers provided close air support for amphibious landings as well as logistic support for fast carrier forces and advance bases.

**A**S TECHNOLOGICAL developments came about in the post-war era, *Essex* class carriers became obsolete. To modify these carriers so they could meet their new operating requirements, an improvement program, called Project 27A, was begun in October 1947.

The principal changes were directed toward increasing the carriers' capabilities so that heavier aircraft (up to 40,000 pounds gross weight) could operate from the flattops. The flight decks were strengthened and the five-inch guns on the flight deck were removed to

OLD TIMES—Biplanes take off from deck of USS *Ranger* (CV 4) back in 1937.





**SEA QUEENS**—Attack carriers such as *USS Kitty Hawk* (CVA 63) and *USS Constellation* (CVA 64) are mobile jet bases.

decrease topside weight (all other guns were retained). The change also provided more deck space for parking planes and increased safety aspects of the landing area. (About this time it was decided that carriers didn't need guns for protection—they would use their planes and escort ships). Other changes included special provisions for jet aircraft, such as jet blast deflectors, increased fuel capacity and jet fuel mixers.

**I**N THE immediate post-war years, the first U. S. tests of jets for shipboard operations were conducted aboard *uss Franklin D. Roosevelt* (CVB 42), using the FD-1 Phantom jet aircraft. As the experiments continued, they inevitably led to a carrier-based all-jet squadron. On 5 May 1948, Fighter Squadron 17A, equipped with 16 FH-1 Phantoms (redesignated from

FD-1 in 1947), became the first carrier qualified jet squadron in the U.S. Navy. It took three days to do it, but all squadron pilots qualified aboard *uss Saipan* (CVL 48) with a minimum of eight landings and takeoffs each.

Project 27A originally was intended to apply to more than just nine of the *Essex* class carriers, but with the development of the steam catapult and more advanced aircraft coming into operation, the project had to be modified to meet future needs. Thus, Project 27C was initiated.

*uss Hancock* (CV 19) was the first U.S. carrier to receive the new "steam slingshot", followed by *Intrepid* (CV 11) and *Ticonderoga* (CV 14).

Even as these changes were made in the three carriers, the Bureau of Aeronautics proposed, in mid-June 1952, that a new flight deck design

be installed in *uss Antietam* (CV 36). The previous May, both jet and propeller type aircraft had been tested on a simulated angled deck aboard *uss Midway* (CVB 41).

*Antietam's* deck was extended outboard on the port side from the normal flight deck, allowing aircraft to land at a 10-degree angle from the ship's centerline. At first it was called a canted deck, but the term officially gave way to the now more familiar "angled deck."

The advantages were so obvious from the beginning that men wondered why they hadn't thought of the idea years earlier. By eliminating the centerline elevators and

**ON THE AIR**—Arresting gear officer watches landing. Miniature radio keeps him in touch with control units.

**HOT SPOT**—Crew fights bomb damage aboard *USS Saratoga* during battle.







COMING UP—Artist shows how USS John F. Kennedy (CVA 67) will look.

using one or more deck edge elevators (which were not installed in *Antietam*), more elevators were available to bring up spares and take others down to the hangar deck. And, once landed, the planes could easily taxi onto a starboard deck edge elevator without halting flight operations.

It was also possible to catapult and land aircraft simultaneously, which gave the carrier improved combat readiness.

The pilots were given an extra margin of safety: No longer would they be in danger of crashing into gassed and armed planes parked forward of the landing area.

Other changes in this project included: The reintroduction of the hurricane bow of the original *Saratoga* and *Lexington*; air conditioning and sound proofing for more comfortable and efficient island spaces; and improved deck lighting.

*Lexington*, *Shangri La* and *Bon Homme Richard* all received the improvements, and they were so successful that *Hancock*, *Intrepid* and *Ticonderoga* returned to the yards for this new conversion.

**T**HE TREND extended to the *Midway* class. In May 1954, *Franklin D. Roosevelt* entered Puget Sound Naval Shipyard for the conversion, followed by *Midway* in September 1955. *Coral Sea* was the last aircraft carrier of World War II design to be reworked under the post-war modernization program. She emerged in January 1960.

While the carriers were undergoing this physical change, they received new missions. To reflect this change, they were given new designations. In October 1952 the then familiar designations CV and CVB were replaced by CVA (attack

aircraft carrier). Antisubmarine support aircraft carrier became a new classification in July 1953. The following August, five other CVAs were given the CVS designation

(for ASW support aircraft carrier).

July 1955 marked the beginning of the end of escort carriers as combat ships of the Fleet. *Thetis Bay* (CVE 90) became CVHA 1 and later LPH 6. Thirty-six escort carriers, designated CVE, CVU and CVHE, were changed to AKV for cargo ship and aircraft ferry, and by May 1959, the CVE designation was abolished.

On 30 Sep 1957 the last of the light carriers, *uss Saipan* (CVL 48), was decommissioned, and that designation, nearly two years later, was stricken from the Navy register when four support carriers and seven light carriers were changed to auxiliary aircraft transports (AVTs).

**A**LL THIS reflected Navy thinking and planning. The programs were steps in a schedule designed

## Here Is a Capsule History

*Below you'll find a quick run-down on carriers from the first through number 66. To some it'll bring back nostalgic memories; to all of the Navy it points up the progress and development of the carrier forces.*

- **USS Langley (CV 1)**—This ship was commissioned on 7 Apr 1913, but not as an aircraft carrier. It was commissioned *Jupiter*, Fleet collier number three. The designation was changed to CV on 11 Jul 1919, and the ship was commissioned *Langley* (CV 1) on 21 Mar 1922. In 1937 she was converted to the seaplane tender AV 3. On 27 Feb 1942, *Langley* was sunk by Japanese aircraft south of Java.

- **USS Lexington (CV 2)**—Originally this ship was under construction as *Constitution*. On 10 Dec 1917 she was renamed *Lexington* and, on 1 Jul 1922, was designated CV 2. She was commissioned on 14 Dec 1927. After sustaining severe damage at the Battle of the Coral Sea in May 1942, *Lexington* was sunk by our own destroyers.

- **USS Saratoga (CV 3)**—Begun as a battle cruiser, *Saratoga* was designated a CV on 1 Jul 1922, and commissioned on 16 Nov 1927. She was sunk in the atomic bomb test in July 1946.

- **USS Ranger (CV 4)**—The first U. S. vessel designed and constructed as an aircraft carrier, she was commissioned on 4 Jun 1934, and sold in January 1947.

- **USS Yorktown (CV 5)**—Commissioned on 30 Sep 1937, she was lost in action after the battle of Midway 7 Jun 1942.

- **USS Enterprise (CV 6)**—She served as a CV from her commissioning on 12 May 1938 until 1952 when her designation was changed to CVA. In 1953, she was made a CVS. She

was decommissioned in 1947 and sold for scrap in 1958.

- **USS Wasp (CV 7)**—Commissioned on 25 Apr 1940, this ship was sunk on 15 Sep 1942 by U. S. ships after sustaining severe damage near Espiritu Santo, New Hebrides.

- **USS Hornet (CV 8)**—One week after her first birthday this ship was sunk at the battle of Santa Cruz Islands. She was commissioned on 20 Oct 1941, and sunk on 27 Oct 1942.

- **USS Essex (CV 9)**—Essex was the first aircraft carrier commissioned after the United States entered World War II. She was commissioned on 31 Dec 1942. In March 1960 she was redesignated a CVS, and is currently assigned to the Atlantic Fleet.

- **USS Yorktown (CV 10)**—This ship was originally under construction as the *Bon Homme Richard*, but her name was changed to *Yorktown* on 26 Sep 1942. She was commissioned as CV 10 on 15 Apr 1943, made a CVA in October 1952, and later a CVS. She is still active in the Pacific Fleet.

- **USS Intrepid (CV 11)**—She was commissioned on 16 Aug 1943, and her designation changed to CVS in 1962. She is now assigned to the Atlantic Fleet.

- **USS Hornet (CV 12)**—*Hornet* was commissioned on 29 Nov 1943. In October 1952 she was redesignated as a CVA. Now a CVS, she is assigned to the Pacific Fleet.

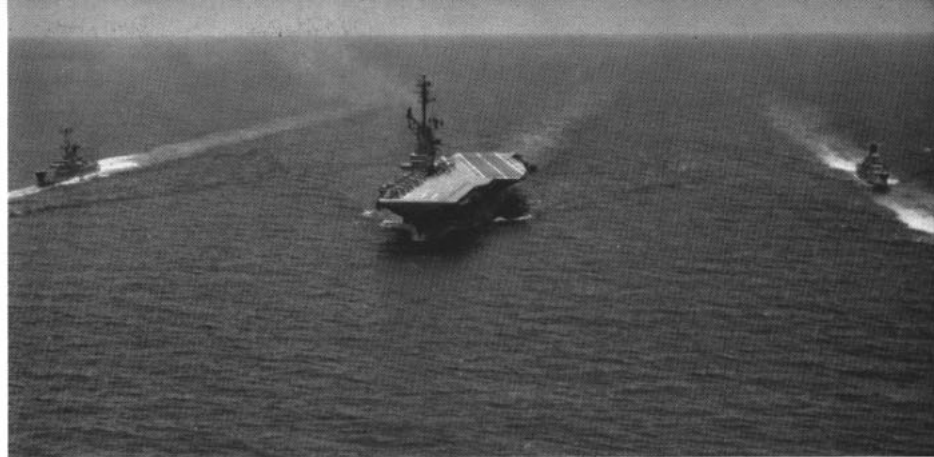
- **USS Franklin (CV 13)**—This ship was commissioned on 31 Jan 1944. In October 1952



USS Ranger (CV 4)

to utilize carriers to the best extent. As the carriers aged (some faster than others because of battle damage in World War II), they were transferred from the CVA designation to the CVS, then to LPH, and ultimately retirement. With the new construction programs it was possible to keep the number of operating CVAs up to the prescribed limits. As each new ship was acquired, it took the top position among the CVAs while the one in the bottom position moved to the top of the next lower class.

Other new developments have had quite an effect on carrier aviation. In 1955, for instance, a new type of arresting gear, the Mark 7, was installed in *Hancock*. Its primary advantage was the ability to arrest a plane with a minimum amount of hook load. With the earlier pressure



SUB HUNTER—USS Yorktown (CVS 10) hunts sub with British destroyers.

controls, it was necessary to stop the heavier aircraft in shorter run-out in case the aircraft came in too fast. This had been found rather hard on the plane. The new system is set for the weight of the landing

aircraft, so that a 60,000-pound plane would pull out no more wire than a 10,000-pounder.

When *uss Forrestal* (CVA 59) was commissioned in October 1955, her design incorporated the sum of ex-

## of the Aircraft Carrier—By the Numbers

she was redesignated as a CVA and in August 1953 a CVS. Now in the Reserve Fleet, she has been redesignated as AVT (Aviation Ship, Transport) 8.

- *USS Ticonderoga* (CV 14)—Originally under construction as *Hancock*, she was named *Ticonderoga* on 1 May 1943. She was commissioned on 8 May 1944, and her designator was changed to CVA in October 1952. She is assigned to the Pacific Fleet.

- *USS Randolph* (CV 15)—This Atlantic Fleet ship was commissioned on 9 Oct 1944. She was redesignated CVA in October 1952, and later to CVS. She is still in active service in the Atlantic Fleet.

- *USS Lexington* (CV 16)—Originally under construction as *Cabot*, the ship was renamed *Lexington* on 16 Jun 1942, and commissioned on 17 Feb 1943. She was redesignated a CVA in October 1952 after she was transferred to the Reserve Fleet in 1947. She was recommissioned on 15 Aug 1955 and is now in the Atlantic Fleet as a CVS.

- *USS Bunker Hill* (CV 17)—Commissioned on 25 May 1943, *Bunker Hill* served until January 1947 when she was placed in the Reserve Fleet at Bremerton, Wash. In October 1952 she was redesignated a CVA, later a CVS, and most recently AVT 9.

- *USS Wasp* (CV 18)—Originally named *Oriskany*, *Wasp* was commissioned on 24 Nov 1943. This Atlantic Fleet carrier was redesignated CVA in October 1952, and later became a CVS.



USS Saratoga (CV 3)

- *USS Hancock* (CV 19)—This ship was originally named *Ticonderoga*, but on 1 May 1943, was renamed *Hancock*. She was commissioned on 15 Apr 1944 and was designated a CVA in October 1952. The ship is now active in the Pacific Fleet.

- *USS Bennington* (CV 20)—Commissioned on 6 Aug 1944, *Bennington* was redesignated a CVA in October 1952. She was inactivated in 1954, but is now active as a CVS in the Pacific Fleet.

- *USS Boxer* (CV 21)—This ship was first commissioned on 16 Apr 1945, redesignated a CVA in October 1952 and again redesignated as LPH 4 in January 1959. *Boxer* is now serving in the Atlantic Fleet Amphibious Force.

- *USS Independence* (CV 22) She was originally under construction as the cruiser *Amsterdam*, but her name and designation were changed in early 1942 to *Independence* (CV 22). On 15 Jul 1943 she was changed to a CVL. Battered by atomic bombs during Operation Crossroads, the ship was destroyed on 27 Jan 1951.

- *USS Princeton* (CV 23)—CL 61 was the original designation of this ship. In 1942 her original name of *Tallahassee* was changed, along with her designation, to *Princeton* (CV 23). She was commissioned on 25 Feb 1943. On 15 Jul 1943 she was redesignated CVL and on 24 Oct 1944, she was lost at the Battle for Leyte Gulf. After sustaining heavy damage the ship was sunk by U. S. forces.

- *USS Belleau Wood* (CV 24)—This ship was changed from CL 76 to CV 24 on 16 Feb 1942, and from *New Haven* to *Belleau Wood* on 31 Mar 1942. Commissioned 31 Mar 1943, she was redesignated CVL on 15 Jul 1943. In 1953 this ship was transferred to France on a loan basis under the Mutual Defense Assistance Program (now MAP).

- *USS Cowpens* (CV 25)—Originally under construction as *Huntington* (CL 77), she be-

came *Cowpens* (CV 25) in March 1942. On 15 Jul 1943 she was redesignated CVL 25, and in January 1947 was placed in the Reserve Fleet at San Francisco. She was redesignated AVT 1 on 7 May 1959.

- *USS Monterey* (CV 26)—This ship was originally *Dayton* (CL 78). In March 1942 she became *Monterey* (CV 26) and later, in July 1943, CVL 26. Commissioned on 17 Jun 1943, *Monterey* is now in the Atlantic Reserve Fleet. In May 1960 she was redesignated as AVT 2.

- *USS Langley* (CVL 27)—This ship underwent many changes. She was originally *Fargo* (CL 85), then *Crown Point* (CV 27) and finally *Langley* (CVL 27) on 15 Jul 1943. She was commissioned 31 Aug 1943. In January 1951 she was transferred to France under the Mutual Defense Assistance Program.

- *USS Cabot* (CVL 28)—Originally *Wilmington* (CL 79), this ship became *Cabot* (CV 28) in June 1942. Her designation was changed to CVL shortly before she was commissioned on 24 July. She was placed in the Reserve Fleet at Philadelphia in 1955. In May 1959 she was redesignated as AVT 3.

- *USS Bataan* (CVL 29)—*Buffalo* (CL 99) was the original name and designation of this ship. Her designation was changed to CV in June 1942 and her name to *Bataan* in June 1943. In July she was redesignated CVL and finally commissioned on 17 Nov 1943. She went into the Reserve Fleet at



USS Lexington (CV 2)





**BIG JOB**—Small escort carriers played big role guarding convoys in WWII.

perience of her predecessors. Even so, many further changes took place.

When *Forrestal* was first authorized in March 1951, she was to have an axial or straight type deck. Architects went back to original *Langley*, *Ranger* and *Long Island* designs by

sweeping the flight deck clear of an island structure. The carrier was to have a small island on an elevator apparatus, which would be lowered during flight operations.

But the flush deck design barely left the drawing board before it was

changed. The new design provided a maximum landing area which eliminated the hazard of island superstructure—a common problem on an axial-type flight deck.

With the development of the angled deck, *Forrestal's* design was changed again. The new angled deck gave *Forrestal* a 1039-foot length instead of the 1030 feet which was originally planned for her. She was christened 11 Dec 1954 and commissioned 1 Oct 1955.

IN 1953 Secretary of the Navy Dan A. Kimball announced that a new carrier, similar to *Forrestal*, would be built and named *Saratoga* (CVA 60). This new carrier was christened at the New York Naval Shipyard and commissioned 14 Apr 1956.

### From USS Langley to USS America: Sea/Air Power (Continued)

San Francisco and, eventually, was scrapped.

- **USS San Jacinto (CVL 30)**—This ship was changed from CL 100 to CV 30 on 2 Jun 1942, and from Newark to *Reprisal* on 23 Jun 1942. On 6 Jan 1943 her name was changed to *San Jacinto*. Later that same year her designation was changed to CVL. She was commissioned on 15 Dec 1943 and is now in the Reserve Fleet at San Francisco. AVT 5 is her latest designation.

- **USS Bon Homme Richard (CV 31)**—Commissioned on 26 Nov 1944, the ship was redesignated CVA in October 1952. She went into the Reserve Fleet on the West Coast in 1953, but was later given an angled deck and taken out of retirement. She is now active in the Pacific Fleet.

- **USS Leyte (CV 32)**—Crown Point was the original name of this ship. It was changed, however, to Leyte on 8 May 1945. She was redesignated CVA in October 1952 and CVS in July 1953. Commissioned on 11 Apr 1946, the ship is now in the Reserve Fleet as AVT 10.

- **USS Kearsarge (CV 33)**—This ship was commissioned on 2 Mar 1946, and her designation was changed to CVA in 1952 and later to a CVS. She is now in the Pacific Fleet.

- **USS Oriskany (CV 34)**—She was commissioned on 25 Sep 1950 and in October 1952 was redesignated CVA. She is active in the Pacific Fleet.

- **CV 35**—Cancelled 12 Aug 1945.

- **USS Antietam (CV 36)**—Commissioned on 28 Jan 1945, *Antietam* was designated a CVA in October 1952 and a CVS in July 1953. She was decommissioned in 1963.

- **USS Princeton (CV 37)**—Originally named *Valley Forge*, the name was changed to *Princeton* on 20 Nov 1944. She was commissioned on 18 Nov 1945. In 1952, she was changed to CVA, in 1953 to CVS, and most recently to LPH 5. She is active in the Pacific Fleet Amphibious Force.

- **USS Shangri La (CV 38)**—This ship was commissioned on 15 Sep 1944 and in October

1952 was changed to CVA. She entered the Reserve Fleet in 1955, but is now with the Atlantic Fleet.

- **USS Lake Champlain (CV 39)**—Redesignated CVA in October 1952, this ship is now active in the Atlantic Fleet as a CVS. She was commissioned on 3 Jun 1945.

- **USS Tarawa (CV 40)**—Commissioned on 8 Dec 1945, she was redesignated CVA in October 1952, and CVS in January 1955. She was designated AVT 12 in 1961 and decommissioned in May 1963.

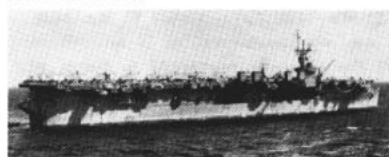
- **USS Midway (CVB 41)**—The first of her class, she was changed from a CV to CVB on 15 Jul 1943, and was commissioned on 12 Sep 1945. In October 1952 her designation was again changed, this time to CVA. She is on active duty in the Pacific Fleet.

- **USS Franklin D. Roosevelt (CVB 42)**—Originally named *Coral Sea* (CV 42), she was changed to CVB in 1943, commissioned in October 1945 and redesignated CVA in 1952. She was in the Reserve Fleet for a short time, and was later modernized. She is now active in the Atlantic Fleet.

- **USS Coral Sea (CVB 43)**—Coral Sea was changed from a CV on 15 Jul 1943, and was commissioned on 1 Oct 1947. In 1952 she was redesignated CVA. In 1957, she underwent conversion at Puget Sound and was recommissioned March 1960. She is now in the Pacific Fleet.

- **CV 44**—Construction cancelled on 11 Jan 1943.

- **USS Valley Forge (CV 45)**—This ship was commissioned on 3 Nov 1946, and her designation was changed to CVA in November 1953. She is now active in the Pacific Fleet as LPH 8.



USS Langley (CVL 27)

- **CV 46**—Construction cancelled on 12 Aug 1945.

- **USS Philippine Sea (CV 47)**—Originally named *Wright*, she was renamed *Philippine Sea* on 12 Feb 1945. This ship was redesignated CVA in October 1952, and later redesignated CVS. She was placed in the Pacific Reserve Fleet in 1959 as AVT 11.

- **USS Saipan (CVL 48)**—Commissioned on 14 Jul 1946, this ship is now undergoing conversion to AGMR (major communications relay ship).

- **USS Wright (CVL 49)**—This ship was commissioned on 9 Feb 1947 and is now in the Atlantic Fleet as a command ship. Her conversion for that specialty was completed in 1963. Her designation is now CC 2.

- **CV 50 through 57**—Construction cancelled on 27 Mar 1945.

- **United States (CVA 58)**—Construction cancelled on 23 Apr 1949.

- **USS Forrestal (CVA 59)**—The first of her class, she was commissioned 1 Oct 1955, and is now active in the Atlantic Fleet.

- **USS Saratoga (CVA 60)**—This Pacific Fleet ship was commissioned on 14 Apr 1956.

- **USS Ranger (CVA 61)**—Ranger was commissioned on 10 Aug 1957, and is assigned to the Pacific Fleet.

- **USS Independence (CVA 62)**—Launched in June 1958, she was commissioned 10 Jan 1959 and is active in the Atlantic Fleet.

- **USS Kitty Hawk (CVA 63)**—The first of a new class of attack carrier, *Kitty Hawk* was commissioned 29 May 1961. She is assigned to the Pacific Fleet.

- **USS Constellation (CVA 64)**—Commissioned 27 Oct 1961, this ship is in the Pacific Fleet.

- **USS Enterprise (CVAN 65)**—This first nuclear powered aircraft carrier was commissioned 25 Nov 1961 and will be transferred to the Pacific in the latter part of this year.

- **USS America (CVA 66)**—The latest attack aircraft carrier to join the Fleet, *America* was commissioned in January this year.

Sister ship *Ranger* (CVA 61) had one outstanding exception to distinguish her when she was commissioned 10 Aug 1957. The angled deck was altered slightly so that her over-all length was 1046 feet compared to the 1039 of *Forrestal*.

Another improvement, an all-welded aluminum elevator, was installed on the port side and replaced the conventional steel types on the other *Forrestal* class carriers.

Construction of *uss Independence* (CVA 62) was begun in a smaller drydock at New York Naval Shipyard. The island was not installed until she was moved to a larger dock. *Independence* was commissioned 10 Jan 1959, the fourth carrier of the *Forrestal* class to join the Fleet.

*Kitty Hawk* (CVA 63) and *Constellation* (CVA 64) essentially were designed along *Forrestal* lines, but they were developed into a separate class, the *Kitty Hawk* class. The major difference: These ships were armed with the *Terrier* surface-to-air guided missile.

The over-all fuel capacity of the *Kitty Hawks* is greater than the *Forrestals*, but aviation gasoline capacity is a little less. The angled part of the flight deck is some 40 feet longer while there is only a one or two foot difference in over-all length. The elevators and catapults have greater capacities than those on the *Forrestal* class carriers.

On 4 Feb 1958, Secretary of the Navy William B. Franke announced that the world's first nuclear powered aircraft carrier would be named *Enterprise* (See page ). That same day her keel was laid.

Right from the first, the designers and builders appeared to have hit the jackpot. For the first time the customary builder's trials of a major combat ship were eliminated, and the ship was presented to the Navy for acceptance trials on her first trip to sea. Six days later, after she had made a clean sweep of the trials, *Enterprise* returned to Newport News with a giant broom attached to her masthead. She was commissioned 25 Nov 1961 at Norfolk.

*uss America* (CVA 66), commissioned on 23 Jan 1965, and the most recent carrier to join the Fleet, is expected to lead the way to continued freedom of the seas. This carrier will be followed by *uss John F. Kennedy* scheduled to be launched as CVA 67 in 1967.

—John Ramsey, JO1, USN

## The ABC's of Navy Carrier Designations

In July 1920, while *uss Langley* was being converted from a collier, she was designated CV—aircraft carrier first line. But after 1931, the designation CV simply meant aircraft carrier.

By the time the U. S. entered World War II, carriers were generally in two sizes. To distinguish the smaller carriers from the larger ones, the Navy assigned the classification CVL—light aircraft carrier—to the smaller ones. As the war continued, larger carriers were built, and on 15 Apr 1945 the large aircraft carrier designation (CVB) came into existence. Thus by the end of the war there were three classifications for carriers—CVL, CV and CVB.

On 1 Oct 1952 all CVs and CVBs were changed to CVA, attack aircraft carrier. Antisubmarine support aircraft carrier (CVS) became a new designation in July 1953 and applied to those attack carriers assigned to ASW.

The last of the light carriers, *uss Saipan* (CVL 48) was decommissioned on 30 Dec 1957. The CVL designation was stricken from the register when, two years later, the classification of four support carriers and seven light carriers was changed to auxiliary aircraft transport, AVT.

During World War II another type of carrier came into existence, the escort or jeep carrier. There was

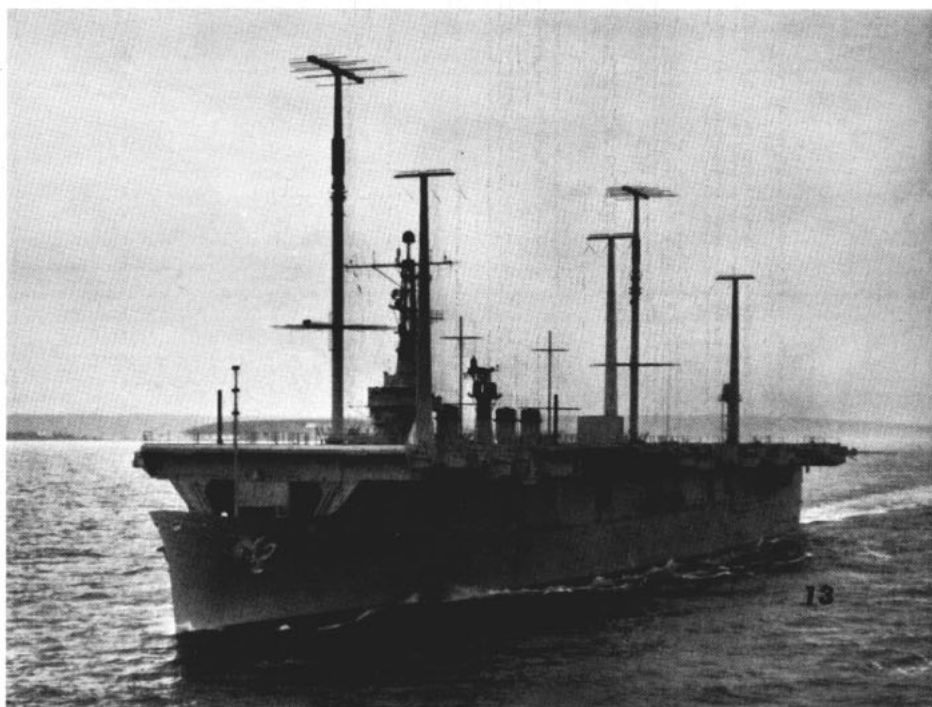
always a need for planes and personnel overseas. And when a landing force went ashore, air support was needed until an airstrip could be built. The escort carriers supplied this support.

This type of ship began as aircraft escort vessel, AVG, and was first assigned 31 Mar 1941. The classification was changed to auxiliary aircraft carrier, ACV, on 20 Aug 1942, and on 15 Jul 1943 they received the familiar term CVE, escort aircraft carrier.

After 12 May 1955 some CVEs received the designation utility aircraft carrier (CVU, and others, escort helicopter aircraft carrier, CVHE). In July of that year *Thetis Bay* (CVE 90) became CVHA 1, and was the first move in the eventual disappearance of escort carriers from the Fleet. On 7 May 1959, 36 escort carriers (CVE, CVU and CVHE) were changed to cargo ship and aircraft ferry, AKV.

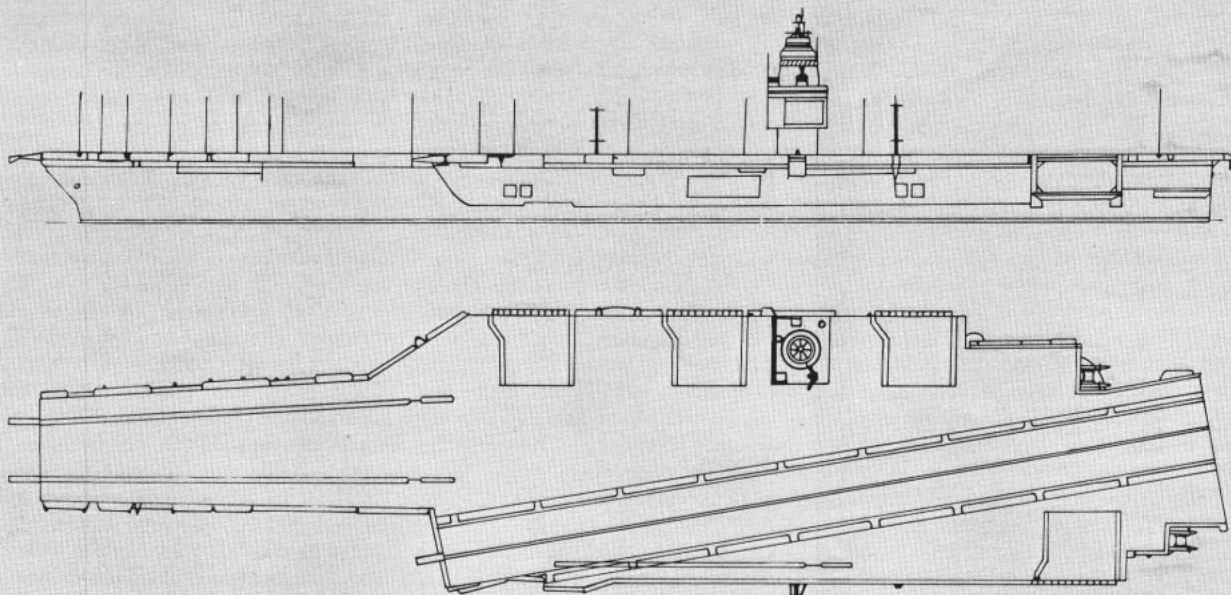
The first amphibious assault ships to be in commission were *uss Boxer* (LPH 4) and *Princeton* (LPH 5); both received their new classification from CVS in January 1959. *uss Thetis Bay* became LPH 6 in May of that year, followed by *Valley Forge* (LPH 8) in June 1961. Although *uss Iwo Jima* (LPH 2) and *Okinawa* (LPH 3) were not commissioned until 1961 and 1962, they were authorized before the older ships were reclassified.

VOICE OF COMMAND—*USS Wright* (CC 2), a former carrier, CVL 49, carries the most extensive communications facilities ever aboard ship.





# Nuclear Carrier Enterprise



IN SEPTEMBER 1960, the nuclear-powered attack aircraft carrier *USS Enterprise* (CVAN 65) was christened, but when she moved out of her dry dock at Newport News, she still had a long way to go before she would be ready to join the Fleet. Ahead were many months of sea trials and putting on the finishing touches.

In October 1961, she finished her initial phase of sea trials. With her commissioning the following month, the long-awaited event was achieved—the blending of the strike power of jet aircraft and missiles with the nearly unlimited cruising range and staying power of nuclear propulsion.

*Enterprise* is the second Navy surface ship to be nuclear powered. The guided missile cruiser *USS Long Beach* (CGN 9), placed in commission in September 1961, was the first. The guided missile frigate *USS Bainbridge* (DLGN 25) became the third when she was commissioned in October 1962. A fourth, the frigate *Truxtun* (DLGN 35), will be commissioned sometime in early 1966.

As the world's largest warship, *Enterprise* is 1101 feet long, 252 feet across the flight deck, and displaces 85,000 tons.

Eight pressurized-water nuclear power plants enable *Enterprise* to operate for extended periods. (After steaming nearly 200,000 miles, the carrier, for the first time, is now be-

ing refueled in Newport News, Va.) In combination, her eight reactors constitute the largest U. S. nuclear installation ashore or afloat.

A few of the more tangible assets which nuclear propulsion provides for *Enterprise* include:

- Logistic support requirements are sharply reduced; her aviation fuel capacity is hundreds of thousands of gallons greater than that of conventional carriers, which must use much of the tank space to carry bunker oil for their engines.

- She is capable of sustained high speed, making her less vulnerable to submarine attack.

- Since stacks aren't needed, more electronic gear was installed. In addition, it is possible to close the ship more completely when under attack, thus reducing danger of atomic radiation to the crew. (Fire-rooms aboard conventional carriers depend upon outside air for operation and make it impossible to completely seal the ship in case of nuclear, biological or chemical attack.)

- With the elimination of stack gases, air turbulence is greatly reduced in the landing approach area. Such gases have created problems aboard conventional carriers when operating high-performance aircraft.

- Along with her greater endurance and speed, the carrier's strategic and tactical flexibility is greater because she does not have to depend

upon the frequent resupply of fuel.

All this was demonstrated when *Enterprise*, *Long Beach* and *Bainbridge*, forming nuclear Task Force One, sailed around the world on Operation Sea Orbit. Before leaving the Med, all three ships had taken on provisions and did not do so again until they reached the east coast of the United States.

Although an operation such as Sea Orbit would, theoretically, be child's play for nuclear powered vessels, the Navy wanted to be sure no unforeseen complications would arise during a long cruise by such ships.

Sailing around Africa, Task Force One made its first in-port visit at Karachi, West Pakistan. From there, it went to Australia, New Zealand; around South America and home. Sixty-five days and 30,000 miles after Sea Orbit had begun, the three ships pulled into Norfolk.

The modern attack carrier is a mobile floating base for aircraft. Planes taking off from her deck, armed with air-to-ground and air-to-air missiles, can deliver either conventional or nuclear-tipped weapons.

Add the facts we've already mentioned—*Enterprise* can move these aircraft near any trouble spot and keep them operating for much longer stretches without stopping operations to replenish and refuel—and you get some idea of the firepower such a ship is capable of delivering.



THE GALLERY—Rangermen watch ship's divers during helicopter recovery.

## Ranger Rescues an Angel

**S**HARKS have never been noted for their sociable tendencies, and most people make it a practice to avoid their company. But then, a guy can't always have life's little niceties.

A while back *uss Ranger* (CVA 61) was operating in the South China Sea when one of her helos had a little bad luck and ended up in the drink. The crew, all uninjured, were soon rescued by another *Ranger* angel. This left the helo bobbing upside down, suspended just below the surface by its emergency flotation gear.

Helos are worth quite a sackful of money, and though this one was a bit soggy it did not appear damaged beyond repair. Then too, the Navy would be very curious as to why the accident happened. So, when the crew members were safe aboard *Ranger*, salvage operations began on the copter.

*uss George K. MacKenzie* (DD 836) was the first ship on the scene. As she neared the downed bird a diver was sent out to bend a line onto the plane's tail wheel, which was conveniently protruding from the water.

In the meantime three of *Ranger's* explosive ordnance disposal divers had been down below climbing into their swimming gear and were now standing by. When the carrier arrived the divers entered the water and passed the helo's line to 40 *Rangermen* who pulled the bird alongside the number four elevator. They also inflated three life rafts inside the helo, making extra sure it wouldn't sink. Then, being very careful to avoid the sharp edges of the broken blades, they attached a manila line to the main rotor head.

*Ranger* Navymen on the hangar deck then attempted to right the helo by the old heave-ho method but, as it turned out, the sailor-power technique just couldn't cut the mustard. The operation was abandoned by the exhausted white-hats and the helo rolled a few degrees to its original position.

**W**HILE ALL THIS was in progress a large crowd of catwalk superintendents had gathered and were taking in the action. Generally speaking, working types ignore kibitzers completely, since they can seldom offer anything constructive. But every rule has its exceptions.

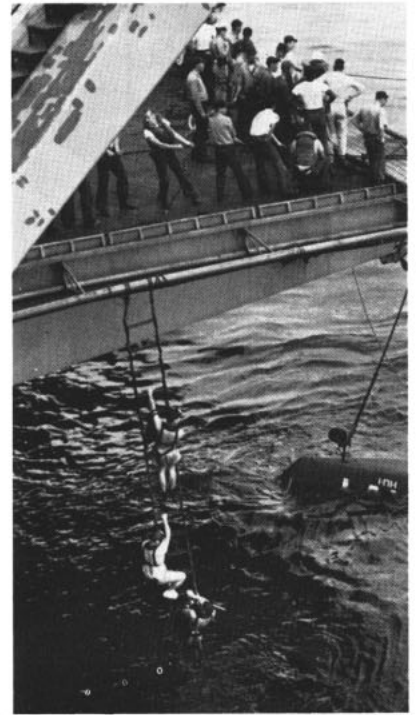
"Shark!" Someone hollered from a gun tub.

At precisely that moment the three divers were in the process of attaching a wire rope to the rotor head. While Marines discouraged the sharks with rifle fire the divers finished their job in a remarkably short time and scrambled back up the rope ladder to the elevator.

All three breathed a sigh of relief, happy to have *that* job over and done. They stood, dripping wet, and watched while the wire was attached to the boat crane winch, the winch began to spin, and the wire rope snapped.

This was obviously one of those days. There was nothing for it but to go back in the water and do the whole thing over again. While the Marines checked their weapons, the divers climbed back down the ladder. This time they intended to attach several cables. Heavy duty cables. Enough was enough.

No sooner had the divers entered the water than one of their finny friends appeared. The ropes were



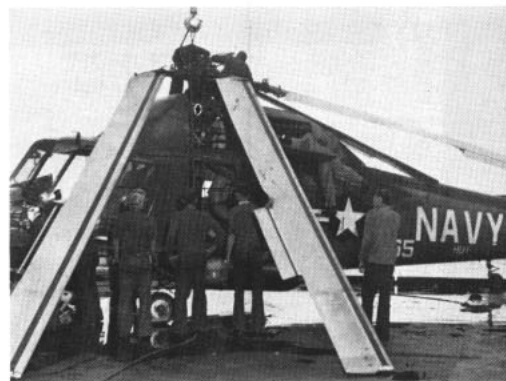
TO THE RESCUE—Divers descend ladder to attach rope to rotor head.

attached in record time, but not before the Marines had driven off three interested sharks. Finally, the divers scrambled back aboard.

This time, when power was applied to the boat crane winch the helo slowly rolled over. Water poured out as she was lifted up. When the bird reached the hangar deck level a helo mechanic climbed aboard and dropped the landing gear. Three hours after the crash, the helo was back aboard.

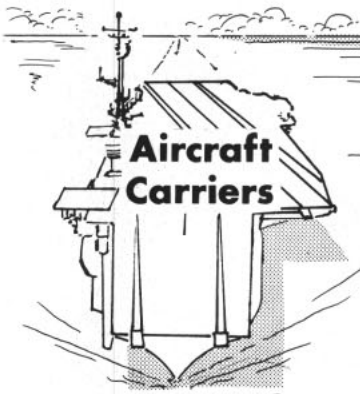
A tip of the whitehat to the *Ranger* divers, Ensign Dennis P. Rejda, Chief Torpedoman's Mate Gerald C. Evans and Aviation Structural Mechanic First Class Jay C. Irving, for a fine job.

COPTER rests on the elevator.





# Ships and Planes



CVA 59 Class—USS Forrester



CVAN 65 Class

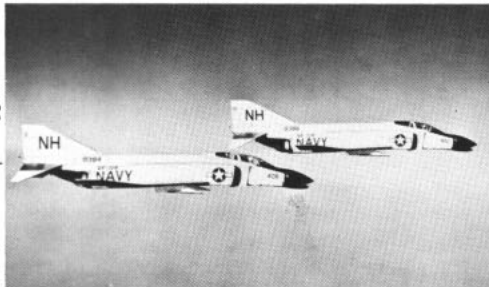
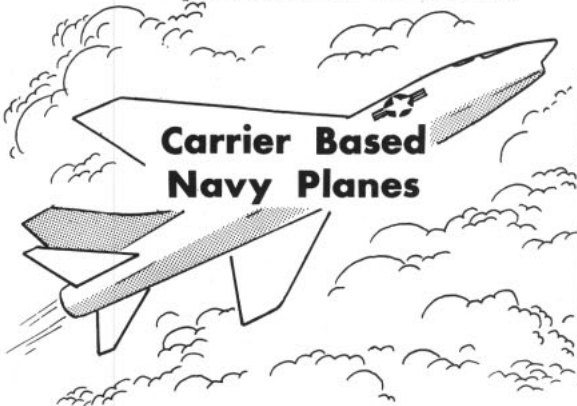


CVS 10 Class—USS Yorktown

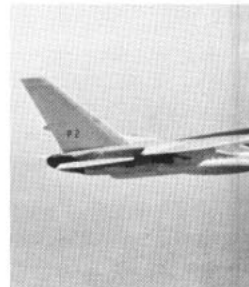


CVS 11 Class—USS Intrepid

Note: For simplification, series numbers of most models have been omitted.



**F-4 PHANTOM**  
Two-seated interceptor and attack bomber



**RA5C**  
Two-seated Navy



**F-8 CRUSADER\***  
All-weather fighter



**A-1 SKYRAIDER\***  
Prop-driven attack plane



**E-2A**  
All-weather early



**C-1 TRADER**  
Utility aircraft for supplies and personnel



**A-4 SKYHAWK**  
Single-seated light attack bomber



**E-1B**  
Early warning

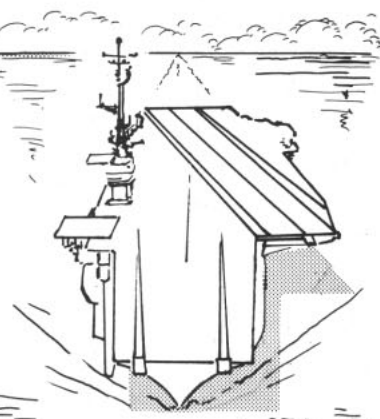
# of the Carrier Navy



—USS Enterprise



CVA 63 Class—USS Kitty Hawk



CVA 19 Class—USS Hancock



CVA 41 Class—USS Midway

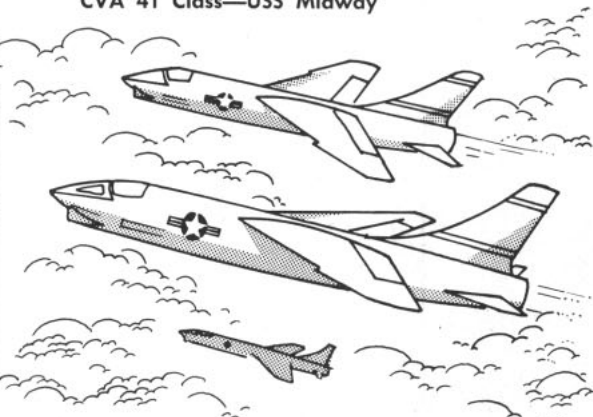
\* Being phased out.



VIGILANTE  
reconnaissance aircraft



F-111  
Proposed all-service interceptor/bomber



HAWKEYE  
warning aircraft



A-3 SKYWARRIOR\*  
Heavy attack bomber



A-7  
Proposed light attack aircraft



TRACER  
Navy aircraft



A-6 INTRUDER  
Two-seated all-weather attack bomber



S-2 TRACKER  
Four-seated submarine search and attack plane



# Stand By to Launch

**I**T'S GOING to be a great day for flying.

"Flight quarters, flight quarters, all hands man your flight quarters stations." It doesn't matter which carrier you're on. The words are much the same and the boatswain has made the announcement many times before. The hour is usually early.

Up on the roof night check maintenancemen, who have spent the dark hours with their birds, close up tool boxes and head below to chow down and sack out.

The flight deck is quiet. High above the roof, jutting out from the after section of the island, the pri-

mary flight control booth is vacant. A few sleepy-eyed seamen are out for a stroll in the fresh air. They won't be there later.

It's going to be a great day for flying.

**A**IRDALES appear on deck. Flight quarters is called 90 minutes or so before the first launch, so there is no great rush. Everyone has time to tap the coffee pot.

They wear colored jerseys, either red, green, blue, brown, white, yellow or checkered. If you know the code you can tell their specialties and position on deck at a glance.

Just now, most are bareheaded, their Mickey Mouse sound helmets swinging from their belts.

On the flight deck forward a handful of greenshirts snake out catapult bridles between the almost parallel shuttle tracks. After secure last night an intrepid young lad in a safety harness crawled out on the horns to retrieve the bridles which accumulated during yesterday's launches.

There are also two catapults back on the angle deck, but they won't be used this morning.

The green, cat-crew jerseys are stenciled with large C's, front and back. This distinguishes the men from the green shirted arresting gear crew, who are identified by an A, and squadron maintenancemen, who wear green with a wide black vertical stripe.

Scattered here and there about the flight deck are petty officers and officers in yellow jerseys. Regardless of their rate or rank, they are the elite of the flight deck corps. The commissioned types are the honchos—the Catapult Officer, Flight Deck Officer, Aircraft Handling Officer and assistants. The noncommissioned types are plane directors, usually rated aviation boatswain's mates who have earned their exalted positions through years of experience.

**D**URING air operations a signal from a man in a yellow jersey is an unquestionable order, obeyed explicitly by everyone from the senior pilot down to the greenest airman deuce. And if the senior pilot disagrees with a signal he'll argue the point later.

A Corpsman, decked out in a white jersey with a red cross, stands by beneath the big BEWARE OF PROPS AND JET BLAST sign on the island. Nearby, another Navyman is climbing into an asbestos hot suit. Sobering.

A few blueshirts may also be seen, though most are below. Many of the plane directors began their careers wearing blue. Down on the hangar deck, where there is no room for



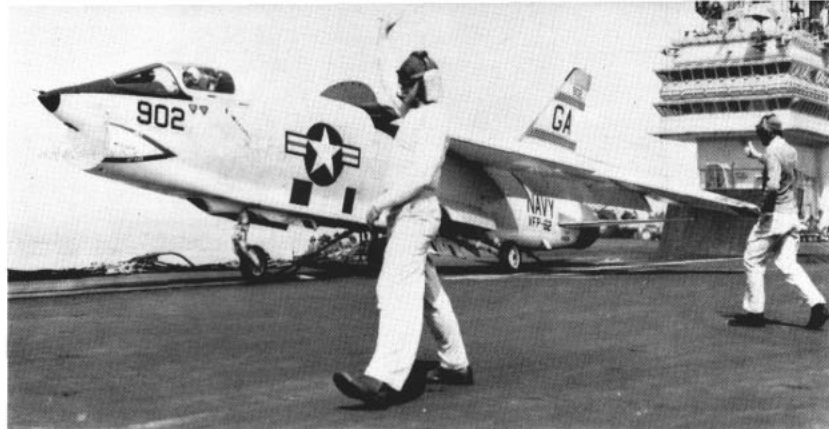
←  
SLOT MACHINE—Cat men, USS Hancock (CVA 19), attach bridle to Skyhawk as the steam pressure is built up.

# Aircraft

tractors, they pushed aircraft, carried chocks and heavy chain tie-downs, and generally did what they were told by a hangar deck yellowshirt. Later on, a little older and much saltier, they moved to the blue shirt gang on the flight deck. Then, one day, they traded the blue jersey for yellow.

**L**AST NIGHT, when air ops were secured, the birds were spotted on deck in preparation for the first launch. Two F4B *Phantoms* are now positioned over the cats and will be the first to go this morning. More aircraft are lined up behind the catapults: They will go next. A4E *Skyhawks* are lined up wingtip to wingtip along the angle deck, their blackened tail pipes extending over the side. A pack of A1H *Skyraiders* are back aft. A big RA-5C *Vigilante* is spotted in the patio between the number three and four elevators.

Redshirted Navy men drag heavy hoses across the deck as they fuel the birds for launch. When each aircraft is fueled the crew carefully records the number of pounds used. The figure will later be used to compute the total weight of the bird for cat shot.



READY AND WAITING—Pilot gets set to go during seconds before launching.

On or near each plane is a brownshirt, a plane captain. Unlike the flight deck red, blue, green and yellowshirts, the brownshirt is not a member of the ship's company. He is attached to a squadron in the embarked air wing. As a line crewman, he is assigned one aircraft.

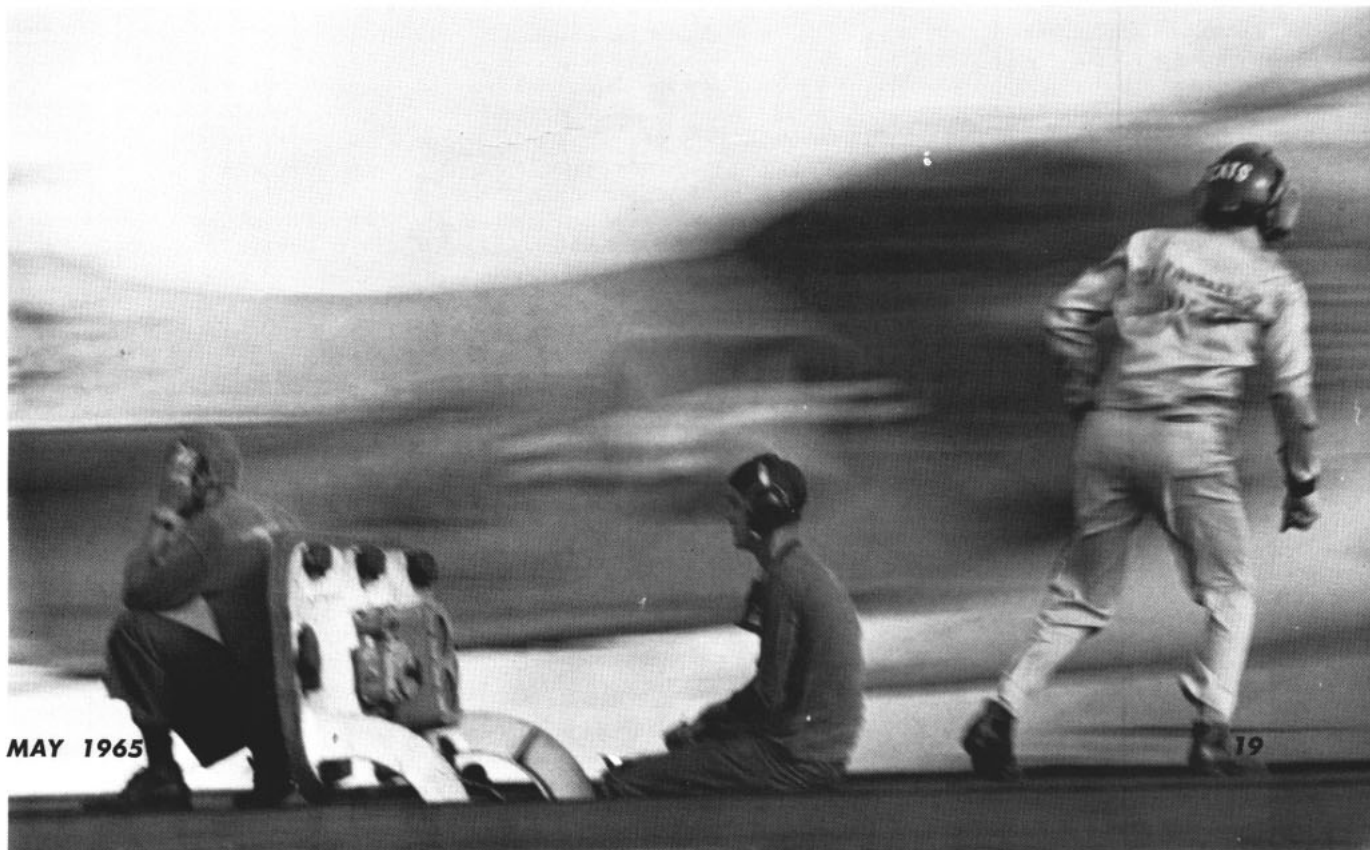
His bird is his responsibility. When it flies, he preflights it. When a corrosive accumulation of salt builds up on the plane, he washes it. He sees it is securely fastened to the deck with at least nine chain tiedowns. When it is moved, he sits in the cockpit and rides the brakes. During flight quarters he may leave it only if relieved by another brownshirt. When there's a lull, it is completely permissible for him to grab 40 winks . . . providing he curls up in the cockpit or on the wing.

A squadron Navyman usually receives his first flight deck experience as a brownshirt. Before coming aboard ship he is sent to airman's school, then goes through a shore-based training period with his squadron. Usually non-rated, the plane captain is supervised by an experienced line petty officer, generally either a chief or first class.

After a cruise or two topside the brownshirt makes rate and, like the blueshirt, trades his jersey for one of a different color. Then, as an experienced airdale, well aware of the idiosyncrasies of flying machines, he will be transferred to one of the squadron's maintenance shops.

**T**HE AIR WING on board most deployed attack carriers consists of six squadrons plus several splinter

**THAR SHE GOES**—Catapult officer has just signaled and an A1 *Skyraider* streaks down cat on board *USS Ranger*.







**BIRD MAN**—Plane director gives taxi signals to A3 Skywarrior on flight deck.

groups, or detachments. There will be two all-weather fighter squadrons (designated VF), two jet light attack squadrons (VA), one jet medium attack squadron (VA) and a heavy recon-attack squadron (VAH). Detachments are groups of men and aircraft, transferred from a shore-based parent squadron, outfitted for a special mission such as photo reconnaissance, airborne early warning or electronic countermeasures.

A squadron may have as many as 20 pilots and crewmen, an LDO or two, and about 175 enlisted men. The majority of the enlisted men belong to maintenance crews and spend their time keeping the aircraft in an up status.

**T**HE DAYS WHEN aviators simply kicked the tires and lit the fires are gone forever, and life is more complicated for everyone concerned. Squadron maintenance shops include power plants (for engine work), airframes (hydraulics and body), avionics (radio, radar and electricity), ordnance (bombs and rockets) and aviation equipment (parachutes, ejection seats and survival equipment). Most maintenancemen wear green jerseys with a broad vertical stripe down the front and back of each. Ordnancemen wear red with a black stripe, and squadron troubleshooters sometimes wear orange and white checks.

Major aircraft repairs—such as engine changes and extensive hydraulic work—are done below on the hangar deck. Minor repairs are performed wherever the plane happens to be spotted. Last minute minor discrepancies are corrected by troubleshooters, sometimes while the bird is on the cat waiting to be launched.

Launch time is drawing near, and

there is increased activity throughout the air department. Topside, brown-shirts are preflighting the go birds.

*Phantom* number 102 is tied down near the rear of the island, two planes behind the starboard cat. Using a printed check list, its brown-shirt moves slowly around it, inspecting this, pulling on that, taking time to make a neat X in the box provided beside each preflight instruction. As he ducks under the tail he sees an accumulation of thin, reddish liquid. He takes a little on his hand and sniffs it. Hydraulic fluid. He folds up the incomplete check list and sticks it in his back pocket.

The word is passed to the line petty officer and relayed to the squadron maintenance chief. Green-shirted squadron hydraulics experts converge on 102 and, after a brief inspection, shake their heads.

**T**HROUGHOUT the ship, status boards are changed. 102 is down for hydraulic leak. In flight deck control, where aircraft spots are indicated by two-dimensional model planes on a scale of the flight and hangar decks, the model representing 102 is turned over, red side up.

The aircraft handling officer studies the spot model for a moment and confers with the maintenance chief of the *Phantom's* squadron. The officer then steps through the hatch connecting the yellowshirt's lounge with flight deck control and attracts the attention of a plane director.

"Strike 102 down number three elevator."

Two minutes later a mule, driven by the yellowshirt and followed by three blueshirts, crosses the flight deck toward 102.

102's plane captain has been

expecting them, and has removed all but three tiedowns. He is now sitting in the cockpit, ready to ride the brakes.

The blueshirts attach the mule's towbar to the *Phantom's* nose gear, knock off the remaining tiedowns, pull the chocks and walk beside the plane as the yellowshirt pulls it onto the elevator. Should something go wrong—like a sudden hard roll—the plane captain would stomp on the brakes and the blueshirts would slam the chocks under the main gear.

On the elevator the plane is tied down. Satisfied all is well, the yellow-shirt gives thumbs up to the elevator phone talker in the catwalk. The klaxon horn sounds two warning blasts and the elevator descends to the hangar deck level.

A few moments later another *Phantom* is brought up the number three elevator and pulled into 102's position. On the hangar deck the airframes men are already tearing into the down bird. They should have it up in time for the second launch.

**D**OWN BELOW decks, in the squadron ready room, pilots in international orange flight suits have shown up for briefing. Weather information, both for the ship's operating area and nearby fields, is relayed to the ready room via teletype and recorded on clear plexiglass boards by phone talkers using grease pencils. Below the weather info the talker lists ranges and bearings to bingo fields—alternate landing strips.

At 30 minutes prior to launch, teletypes click off the command, "Pilots man your planes for event one." The aviators, loaded down with their G-suits, pistols, ammo, Mae Wests, maps, flight cards, clipboards, hardhats and other paraphernalia, head toward the flight deck. Airborne they may be speedy characters, but their load doesn't encourage sprinting under their own steam.

The flight deck is now fully manned. Steam wisps up around the catapult shuttles. Pri-fly is jammed and the air boss is sitting in front of the bull horn mike. The bystanders have vanished from the roof. The luckless seaman who wanders out there now without a jersey is very likely to find himself eyeball to eyeball with the air boss.

Aviators approach their birds and converse shortly with the plane captains, then conduct a preflight inspection while the brown-shirts tag

along. When the pilot is convinced all is in order, he is strapped in by the plane captain.

"Now check chocks, tie downs, loose gear about the deck. Stand clear of props, intakes and tail pipes. Stand by to start engines." That's the bull horn talking.

Airdales don their sound helmets, fasten the chin straps securely and snap the goggles into place. The ship turns into the breeze and accelerates: soon a 35-knot wind is clipping down the deck.

"Start engines."

**T**HE WHINE of jet starters breaks the relative silence, then changes to a roar as the JP fuel begins to burn.

The cat officer has taken his place on the bow, easily recognizable by his yellow jersey and extra large sound helmet, which houses a two-way radio. He stands with his arms folded against his chest, facing aft and leaning backwards against the wind. From now on all signals on the roof are made by hand, and the most crucial by the cat officer. He is not about to take the risk of scratching his nose.

The first aircraft are already attached to the shuttles and hold-back fittings, so the greenshirts cluster around the cat officer in the relatively safe center of the deck. In the cat-walk a greenshirt is standing with his hands held above his head, well clear of the catapult trigger.

"Stand by to launch aircraft." Over the roar of jets, the bull horn is audible. It is an exception.

The cat officer faces the starboard cat, unfolds his hands and signals for tension on the bridle. The shuttle inches forward. The officer holds two fingers over his head, hesitates, then rotates his hand rapidly. The *Phantom* pilot pushes the throttle forward; his afterburner cuts in. After a quick instrument check, the aviator turns his head slightly toward the cat officer and snaps a salute.

The cat officer's hand comes down quickly in the direction of the bow. The deckedge greenshirt trips the trigger. The *Phantom* shoots off the bow, the bridle cracks against the horn, and a faint shudder passes through the ship as the shuttle hits the motor brake at the end of its run. Steam rises from the cat track and blows down the deck.

**W**HILE the cat officer turns to the plane on the port side, another *Phantom* is guided into position over

the starboard shuttle and connected to the bridle by greenshirts. Still another plane—the one which replaced 102 a while back—taxies forward to take the standby position.

Around the cats the air is filled with steam and the hot, acrid stench of burning JP fuel.

As each aircraft taxis into the standby position, spreading its wings, flight deck troubleshooters in checkered shirts run out of their protected positions near the island. In the midst of the inferno they check the wing locks, tail hooks and external gear. Their assignment is to make a final check to ensure that the aircraft is ready for launch. If a minor discrepancy downs an aircraft on the cats, the troubleshooter is on the spot to remedy the situation.

Once the catapult launch has been completed the standby jets—manned and ready to replace aircraft which might have gone down on the cats—are taxied onto the starboard side, clearing the roof for the deck launch.

Prop aircraft are sometimes catted, but unless they are carrying a heavy load or the wind is down, they are deck launched. Today they will be deck launched.

A yellowshirted officer approaches the first prop scheduled to go, signals a two-finger turnup and—when he has received a salute—swings his arm forward. The pilot releases his brakes, applies full power, races down the deck and becomes airborne short of the bow.

**W**HEN THE LAUNCH is completed and the standbys taxi forward and cut their engines, the silence hurts your ears.

It'll be 50 minutes before the

second event is launched, but there'll be little relaxation on the roof. The aircraft handling officer calls for his yellowshirts and gives them instructions for the respot.

Aircraft which went down during the launch and are still on flight deck must be moved below. Aircraft below which are scheduled for the next event must be moved topside.

A respot proceeds on the same order as those games played with toothpicks or matchsticks, when the object is to make a triangle from a double box, moving the toothpicks a minimum number of times.

Down on the hangar deck there is little room to operate. Aircraft are parked inches from one another, for all space must be utilized. Mules are out of the question, so the birds are pushed by blueshirt teams of ten or more men, directed by a yellowshirt. It's a touchy business, and painstaking care must be taken to avoid crunches. And to make things difficult, the aircraft to be taken topside is often in the back of the pack.

In about two hours—and after two more launches are completed—the birds which went out on the first flight will be due back. Everything on the flight deck will be towed forward and, when the recovery is complete, respotted once more for a launch.

Normally, flight operations can be expected to last eight or more hours, with flight quarters extending an hour and a half on both ends. Under combat conditions, or when the ship is undergoing its operational readiness inspection before joining a deployed fleet, it lasts much longer.

The flight deck is not for playing ball.

—Jon Franklin, JO1, USN

**GOING UP**—*Crusader* is moved onto elevator after check in hangar deck.







### ALL CLEAR

Initiated by pilot. Touch tip of index finger with tip of thumb. Taxi signalman responds with similar gesture if all is clear.



### SLOW DOWN

Hands at waist level, palms down, execute downward patting motion.



### FOLD WINGS

Arms straight out at sides then swept forward and hugged around shoulders.



### OPEN COWL FLAPS

Hands flat against sides of head, then "opened" by bringing thumbs outward and forward.

### START ENGINES

Pilot extends number of fingers to indicate engine desired. Signalman responds with similar gesture while rotating other hand in clockwise motion (if all clear).



### SPREAD WINGS

Arms hugged around shoulders then swept straight out to sides.



### \* INSTALL LANDING GEAR PINS (Safety Locks)

Initiated by pilot. Fingers of left hand rest on thumb to form ring, right forefinger suddenly inserted into ring. Signalman responds with similar gesture.



### \* REMOVE AUXILIARY POWER PLUG

Initiated by pilot. Extended thumb of right hand touches palm of left hand, then moves suddenly away from palm. Signalman responds with similar gesture.

### \* REMOVE LANDING GEAR PINS (Safety Locks)

Initiated by pilot. Fingers of left hand rest on thumb to form ring, right forefinger placed in ring and suddenly withdrawn. Signalman responds with similar gesture.



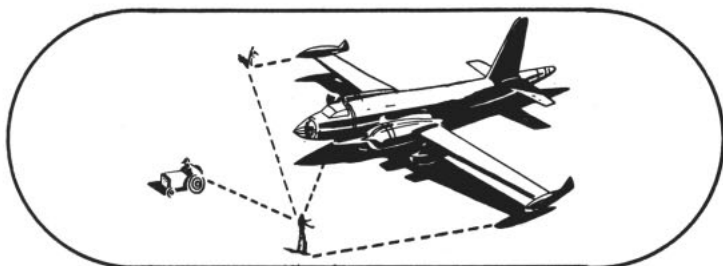
### PULL CHOCKS

Pilot makes sweeping motion of the fists with thumb extended outward. Signalman sweeps fists apart at hip level with thumbs extended outward.

## PLANE TALK

These standard aircraft taxi signals were adapted for use in *ALL HANDS* Magazine from material supplied by the Aviation Training Division in the Office of the Chief of Naval Operations.

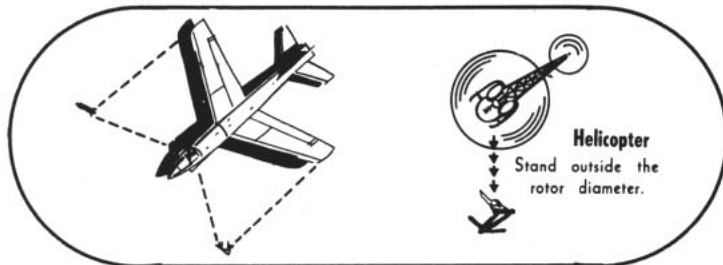
SIGNALS MARKED WITH \* ARE NOT MADE WITH WANDS.



### Towing

To direct the towing of an aircraft, the taxi signalman will assume the same position as prescribed above, keeping the eyes of the pilot and the driver of the towing vehicle visible at all times.

When necessary, an additional crewman will be stationed at the right wing tip. This crewman at all times will remain visible to the taxi signalman to whom he will direct all necessary signals.



### Position of Taxi Signalmen

The taxi signalman, when directing the movement of aircraft, at all times will assume and maintain a position from which the eyes of the pilot are visible. The position will

be on a line extending directly forward from the left wing tip, except when the assumption of this position is rendered inadvisable by special conditions such as might occur aboard a carrier.



## THE TAXI SIGNALMAN

The taxi signalman will indicate his readiness to assume guidance of the aircraft by extending both arms at full length above his head, palms facing each other.

### COME AHEAD

Hands at eye level, palms toward face. Execute beckoning motion; rapidity of hand motions indicates speed desired of aircraft.



### LOCK TAIL WHEEL

Hands together overhead, palms open from the wrist in a vertical V, then suddenly closed.



### RIGHT TURN

Execute "Come Ahead" signal with right hand while pointing with left hand to the wheel which is to be braked.



### UNLOCK TAIL WHEEL

Hands together overhead, palms together then opened from the wrists to form a vertical V.



### INSERT CHOCKS

Sweeps fists together at hip level with thumbs extended and pointing inward.



### EMERGENCY STOP Night Operations

"Stop" signal will be made by crossing lighted wands before the face of the taxi signalman.

### LEFT TURN

Execute "Come Ahead" signal with left hand while pointing with right hand to wheel which is to be braked.



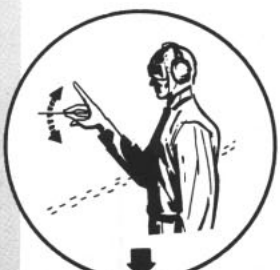
### UP HOOK

Right fist, thumb extended upward, raised suddenly to meet horizontal palm of left hand.



### CUT ENGINES

Hand drawn across neck in "throat cutting" motion.



### OPEN SPEED BRAKES

Right hand in front, fingers together, thumb against middle finger, then open the hand suddenly.



### \* CLOSE SPEED BRAKES

Right hand in front, palm cupped with thumb down, tip of thumb and middle finger suddenly brought together.



### TURNOVER OF COMMAND

Both hands pointed at next succeeding taxi signalman, one hand extended and the other at chest.



### LOWER WING FLAPS

Hands in front, palms together horizontally, then opened from wrists in alligator-mouth fashion.



### RAISE WING FLAPS

Hands in front horizontally with palms open from wrists then suddenly closed.

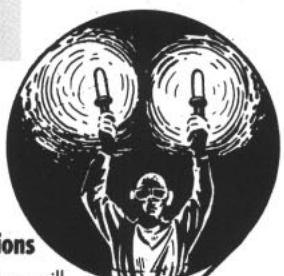


### STOP

Hands upraised to eye level, elbows flexed and palms toward aircraft as in a policeman's stop.

### EMERGENCY STOP

Execute "Stop" signal except use fists.



### Night Operations

At night the taxi signalman will use two lighted wands exactly as he would use his hands, giving the identical daytime taxi signals except that the "Emergency Stop" signal will be made by crossing wands before the face of the taxi signalman as noted above.



# On the Shuttle



**T**HE FIRST catapult launchings of aircraft from Navy ships were made back in the days when the 20th Century was a teen-ager. Some of the earliest launchings were made with hydraulic equipment. It was as exciting then as it is now.

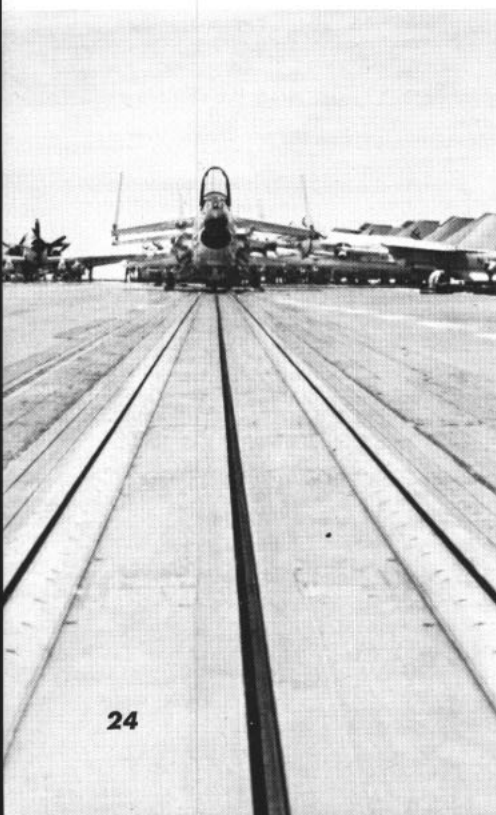
A plane landing on one of our earlier carriers had to hit the deck in a narrow alley between two rails and hook one of several ropes that were laid across the deck and anchored to

thrust along the full length of the catapult. They are better adapted to the launching of heavy jet airplanes, all of which must be launched at high speeds.

The CVA's flight deck, with an over-all length of 1,000 feet plus, has a 678-foot angled deck, providing not only greater safety and economy of landing operations, but also increased flexibility and speed. A two-runway system is provided, since air-



CATMEN—Green-shirted carriermen of V2 Division have a rough job operating catapults, arresting gear, and barricade.



sandbags outside the rails.

The air Navy has come a long way in the half-century since that pioneering decade. About the only thing that remains the same is the thrill of adventure and the sense of accomplishment that is the way of life on the carrier Navy team.

Today aboard the typical heavy attack aircraft carrier—a floating city with a built-in airport—Navy aircraft driven by reciprocating engines generating thousands of horsepower, or by jet engines with thousands of pounds of thrust, are flung from the carrier by powerful steam catapults and arrested on landing by hydraulic arresting gear.

The four steam catapults on board, each over 250 feet long, are a great improvement over the hydraulic catapults of the past. Steam catapults, aside from their greater safety (there are no explosive fluids involved), provide an undiminished

craft can be launched from the forward catapults at the same time they are being recovered in the angled deck area.

**I**N ORDER THAT you may be better informed on carrier catapulting and recovery let's take another look at the V2 Division.

The men of V2 Division are responsible for operation of the catapults, arresting gear, and the crash barricade.

Every crew member of this hard-working team goes about his work with an obvious sense of pride and real know-how. Most of them are mechanically inclined. Some were trained at the Navy's Aviation Boatswain's Mate School. Other crew members have received on-the-job training in the operation and repair of the catapult and arresting gear machinery.

The average flight deck crew

# —And in the Groove

member is under 21 years of age, and he works around aircraft worth from one to four million dollars each—some cost as much as 12 million.

The men wear sound-reducing helmets to protect their ears from high-intensity sounds created by the carrier's modern aircraft. Goggles are worn to protect their eyes from jet blast and prop wash. They wear special flight deck shoes equipped with small suction caps which will

get an all clear until late into the night. They may stay on station up to 72 hours, getting rest only on station and scheduling meals at irregular hours so the ship can meet its operational commitments.

Crew members might average approximately two to three hours of sleep in their bunks and might have to grab naps on a hot steel deck, or in a catwalk whenever they can.

There are 16 positions on each

catapult that must be manned to launch an aircraft. Each man has a task which requires above-average intelligence and a great amount of courage. The crew operates the machinery during flight operations and, while others rest in the early morning hours, they inspect and repair the catapult for the next day's operations.

**U**NLESS YOU'VE SERVED aboard a carrier, you probably know very



**GOOD SHOT**—Jet streaks off *USS Shangri La* while ship is anchored. Below: Cat officer aboard *Forrestal* signals turn-up.

allow them to move about on deck safely.

Those working below deck wear sound-powered phones to keep in constant communication with all stations throughout the ship's catapult and arresting gear machinery spaces.

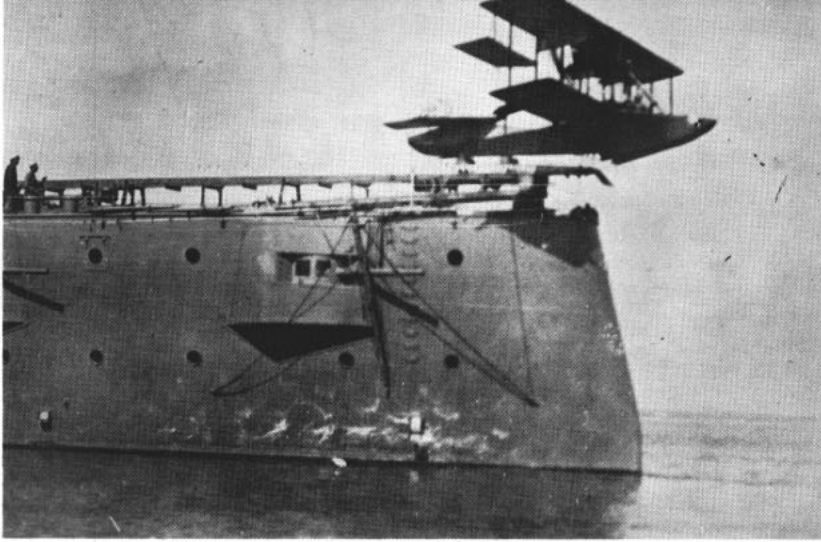
This flight deck fraternity communicates by sign language. One set of signals is used for day flight operations, and another for night flights, aided by the use of red flashlights, and red or green illuminated wand signals (see page 22).

The men must live by safety rules. During slack periods, they get their share of safety lectures. On-the-job safety is a constant factor in their every action, because it may affect not only the Navyman himself but his shipmates too.

**T**HE catapult and recovery team is on the job from the small hours of the morning preparing for an early morning launch, and doesn't usually







**A STARTER**—First catapult from Navy warship was in 1915 from *North Carolina*.

little about the barricade. Although aircraft are normally arrested by a "tail hook" catching one of four cables strung across the after portion of the flight deck, in case of an emergency, such as a missing wheel, a missing "tail hook" or a low fuel state, a "barricade" is used.

Let the arresting gear safety officer explain the purpose of the barricade. "If an aircraft is unable to lower its hook," he says, "the stanchions are raised after the arresting nets have been rigged between them. Upon landing, the aircraft is brought to a halt with a minimum of damage to plane and personnel or equipment on deck."

This may or may not be a record, but one team has erected a barrier in just one minute and 22 seconds. The barricade is 110 feet wide, 24 feet

high, and the net weighs 2400 pounds. It costs approximately \$10,000 and is good for one rescue.

Our representative CVA with its five arresting gears, four arresting cables, and one barricade recovers on an average of 155 planes during a 24-hour flight deck operation.

The basic concept of the arresting gear is simple. It provides the means of stopping in a short distance.

But it is still amazing to see a plane going at a speed of something approaching 150 miles an hour, then stopping in 310 feet.

**H**ERE'S A THUMBNAIL report of the catapult and arresting gear crew in action, after the bull horn cracks, "Launch aircraft."

The flight deck director (wearing a yellow jersey) directs an aircraft to

the catapult and places it in position behind the catapult to be launched.

The jet blast deflector operator raises the last jet blast deflector to protect others behind the jet engines.

Two crew members wearing green jerseys with "C" for catapult, roll under the plane's tail and attach the "holdback" fitting with the all-important tension bar that will restrain the plane against the 17-ton thrust. It will break only as the catapult is fired. At the same time, two other crew members called the bridle men, hook the 190-pound bridle to the tow hook of the aircraft. This is done under the watchful eyes of the hook-up PO.

The plane is then taxied as the holdback and bridle comes taut. The catapult spotting director receives a signal from the hook-up Petty Officer that the aircraft is ready to be tensioned for firing.

**B**ELOW DECK, in a compartment where temperatures hover between 110 and 130 degrees at all times, the console operator sets the controls to put the catapult in first ready condition and bring up proper steam pressure, and regain cross-check for accuracy.

With correct steam pressure set below at the console, the deck edge operator gives a signal that he's ready for tension by raising one hand, extending his index finger.

The catapult spotting director gives the tension signal to the deck edge operator. After "tension" he passes control of the aircraft to the catapult officer.

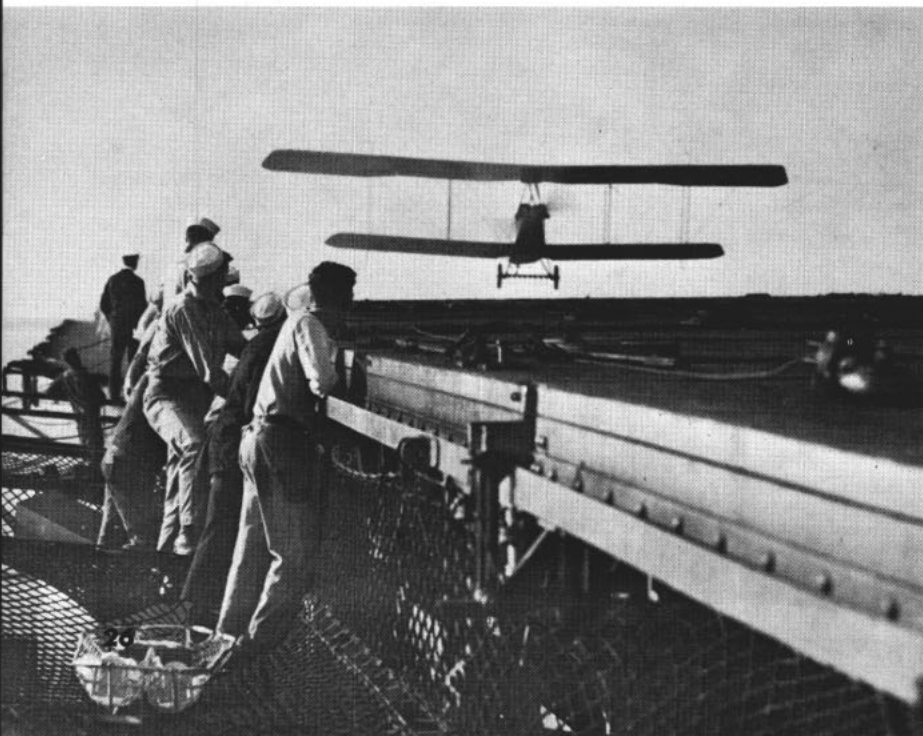
The "cat" officer scans the aircraft, checking holdback, bridle, and a clear deck ahead. In the meantime the pilot, of course, is busy on his checkoff list and duties at the controls. The final check completed, the "cat" officer's hand strikes the deck. The deck edge operator pushes a red FIRE button and the aircraft is hurled forward as if from a huge slingshot.

The catapult is retracted after each shot to prepare for the next launching of aircraft.

A catapult can launch aircraft at the rate of one plane every 30 seconds. In an emergency all four catapults can be operated simultaneously.

**D**URING THE INTERIM there's another group of Navymen, bearing "A" on their green jerseys on the job. They are known as the arresting gear personnel. They work equally

**EARLY TIMES**—Aeroplane comes in for a landing aboard *Langley* in 1922.

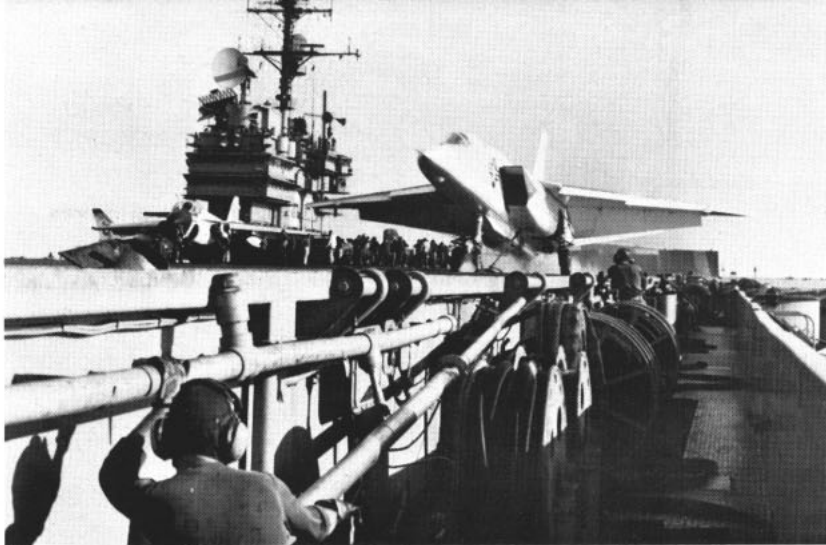


long hours maintaining the huge Mark 7, Mod. 2, 3, "shock absorbers" that will bring the airborne aircraft to a smooth safe stop. The arresting gear which can be compared to a king-sized hydraulic brake, is capable of arresting 60,000 pounds of aircraft at a speed of 115 knots (add 30 knots wind for true speed).

The pilot follows the ship's fresnel lens and shoots for the number three cable (it's officially known as the target wire deck pendant purchase cable). The pilot lands with enough speed to take off from the deck in case he enters at the wrong angle, or the plane has some malfunction and the pilot misses the arresting wire cable.

The ship's topnotch maintenance crew have four wire cables inspected and ready for service. With aircraft coming in for a landing, the arresting officer shows a green light and the bull horn blares out. Although it's up to the landing signal officer to land aircraft, it's also the responsibility of the safety officer to identify the aircraft. He does this by the sound of its engine or by the plane's running lights and, as a recheck for safety, determines if it's the correct plane to land.

Before the pilot enters the landing pattern he reports what fuel he has on board, and a crew member in primary fly (which serves the same purpose as a control tower at a land-based airport) on board ship adds the fuel state to the weight of the plane. He calls the arresting gear engine room, where another crew sets the arresting gear machinery into



**GREEN SHIRTS** watch *Vigilante* turn up on port catapult of *USS Saratoga*. Below: Catmen of *USS Independence* man console, heart of catapult's system.

motion, adjusting the braking action of the pendants according to the weight of the aircraft. When the plane is approaching, the pilot lowers a "tail hook" which will catch one of the cables, bringing the plane to a halt.

The arresting power of the cables is adjustable according to the weight of the aircraft landing.

It is now time for our Navy crew to begin the entire operation again—and again. Once more they have demonstrated teamwork in carrying out just one of the many jobs that go to make up the mission of the modern Navy flattops—to launch and recover aircraft—to practice safety and demonstrate the ship's capabilities to a would-be aggressor.

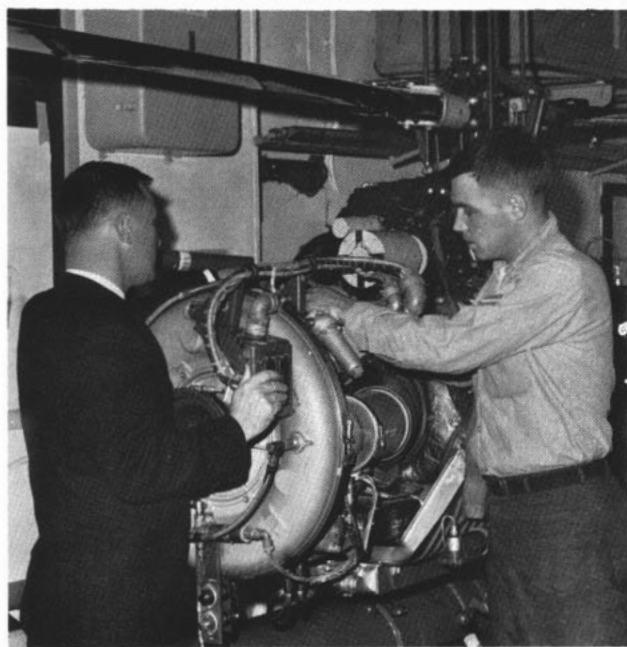
—Richard A. Graddick, JOC, USN



**ON THE MARK**—Catapult's water brake operator keeps close, close check. *Rt:* Bridle tension is tested prior to launching.







TEAM WORK—Dash makes a test flight from DD. Rt: NAESU CTR assists T. F. Shea, EN1, in check of Dash engine.



SEAL OF SERVICE—NAESU teams have been with the Fleet since 1943. Below: Destroyermen get the word on Dash controls from NAESU member.



## Ever Heard of NAESU?

WHAT'S A NAESU? What's a NAESU engineer? And a NAESU CTR?

Although NAESU CTRs are well known at naval aviation units throughout the world, their appearance aboard ships other than carriers is met with some degree of curiosity.

Of course, if you ask someone in naval aviation, he will tell you that NAESU stands for Naval Aviation Engineering Service Unit. Its mission is "to provide field engineering assistance and instruction to naval aviation activities in the installation, maintenance, repair and

operation of all types of aviation systems and equipment." Headquarters of this Navy activity is at Philadelphia, Pa.

Since 1943 NAESU's objective has been to assist the Fleet in attaining a high level of operational readiness and self-sufficiency.

Translated into more general terms, NAESU is an organization dedicated to service in the form of expert help with new or unfamiliar equipment and aircraft, recurring or unusual maintenance problems, and training programs. This service is provided by a field engineering task force, a headquarters administrative and support staff, and a monthly technical publication, *Digest of U. S. Naval Aviation Electronics*.

Twenty laboratories with operating avionics systems and equipment are maintained at headquarters to train and retrain field engineers in maintenance techniques and to evaluate or verify difficulties encountered by them in the field.

The NAESU engineer is a technical services representative contracted for by NAESU. He may be assigned to perform any engineering service his qualifications permit. To insure that the best service per dollar is provided for the Fleet, before he is accepted for such a position he is subject to rigid standards. (Selection of NAESU engineers is based on a

**ALL HANDS**

written examination and an oral quiz which are so stringent that usually only one out of four candidates is found to be technically qualified and acceptable.)

The NAESU contract technical representative (CTR) is an employee of a commercial organization who has been especially trained in the installation, operation and maintenance of the equipment produced by his organization.

NAESU engineers and CTRs are full-fledged members of the Navy team and directly responsible to the Commanding Officer of the Unit to which they are assigned. Specific duties include some or all of the following:

- Furnishing on-the-job training and/or classroom instruction to Navy personnel in the installation, operation, maintenance and repair of aviation systems and equipment.
- Determining technical deficiencies and suggesting methods by which these deficiencies can be eliminated.
- Investigating failures and repairing equipments when such tasks are beyond the capabilities of Fleet personnel.
- Assisting in the installation of aircraft maintenance equipment in shipboard and shore station shops.
- Solving difficult maintenance problems and providing technical advice to the Fleet and government agencies.

Although these duties are the responsibility of each engineer, a group of representatives are normally stationed together as a team. For example, with the advent of *Dash* aboard destroyers and destroyer tenders at COMCRUDESANT, five NAESU CTRs were assigned to furnish support for the operation. Investigating system failures, testing new equipment, evaluating system reliability, assisting and observing flight operations at sea, and conferring with staff personnel on *Dash* progress, are just some of the daily tasks performed by this group of experts.

The team at Newport, as well as personnel assigned to UTRON Three, UTRON Six, COMCRUDESANT, COMCRUDESFLOT Four, COMSERVON Six, MOTU Seven, are not confined to their respective areas. They are available, when and where needed, to assist with technical problems in the support of Fleet operational readiness. Needless to say the NAESU teams are nearly always on the go.



HOME NOW—USS *Forrestal* has returned to Norfolk after eight-month tour.

### It Takes More Than Steel to Make a Carrier

There's more to this carrier business than may meet the eye at first glance. We have, for example, had occasion to mention briefly USS *Forrestal* (CVA 59) in the pages of this issue.

It just happens that *Forrestal* returned to Norfolk in March after an eight-month Mediterranean tour. During that time:

- She steamed over 50,000 miles.
- Her 118 pilots, in Carrier Air Wing 8, logged 17,000 hours in the air, made about 11,000 catapult takeoffs and arrested landings.
- She visited 10 ports: Genoa, Naples and Livorno, Italy; Barcelona, Valencia and Palma, Spain; Cannes, France; Istanbul, Turkey; Athens and Rhodes, Greece.
- Her crew of 4300 men were granted over 80,000 man-liberties in these ports.

• The movie library showed more than 3000 movies.

• The ship's 63 cooks prepared 2.6 million meals—about 12,000 per day. The crew consumed 215 pounds of coffee (in liquid form).

We do not, as a rule, quote the remarks of commanding officers upon their relief, but those of Captain Michael J. Hanley, Jr., USN, appear to be particularly appropriate:

"I leave this command with a newfound respect and admiration

for the young generation of Americans. As you know, 80 per cent of the crew of *Forrestal* is of age 21 or under. We quite frequently hear or read that we should worry about this generation.

"Put your fears to rest. This generation is as smart, as tough physically, and as dedicated and determined as any generation America has ever known."

And at the present time, there are 26 U. S. aircraft carriers on active duty.

IN AND OUT—*Crusader* makes landing, *Skyhawk* readies on catapult.





# Kearsarge Family Photos—One Century Apart

**H**ISTORY has repeated itself for *uss Kearsarge*.

On 19 June 1864, the sloop of war *uss Kearsarge* sailed out of Cherbourg, France. In an ensuing naval engagement she defeated the Confederate commerce raider *css Alabama*. The city of New York gave that *uss Kearsarge* a letter of commendation.

On 19 June 1964, *uss Kearsarge* (CVS 33) began a Far East cruise in which she was engaged in operations off Vietnam with the U. S. Seventh Fleet. For her part in the operations, today's *Kearsarge* was awarded the Armed Forces Expeditionary Medal.

The officers in the lower picture were aligned as closely as possible to their predecessors in the picture at the top of the page.

In the upper picture, they are: Lieutenant Commander William H. Cushman, Chief Engineer; Lieutenant Commander A. Adams Smith, Paymaster; the individual looking through the group from behind is not identified; Captain John A. Winslow, Commanding Officer; Ezra Bartlett, Acting Master Mate; Daniel B. Sargent, Paymaster's Clerk; Lieutenant Commander James S. Thornton (no billet recorded on old photo); William H. Bodlam, Assistant En-

gineer; Henry McConnell, Assistant Engineer; James R. Wheeler, Acting Master; James C. Walter, Ship's Boatswain; Sidney L. Smith, Assistant Engineer; Frank A. Graham, Ship's Gunner; Charles C. Danforth, Acting Master's Mate; Ebben M. Stoddard, Acting Master; Fred L. Miller, Assistant Engineer; and Lieutenant Commander Q. Adams Smith, Surgeon.

Today's *Kearsarge* officers, below, are: Commander Ralph E. Wilson, Jr., Chief Engineer; Commander John J. Beckham, Supply Officer; Commander Michael Zustiak, Dental Officer; Captain Charles P. Muckenthaler, Commanding Officer; Lieutenant Clarence A. Morris, Administrative Assistant; Lieutenant (jg) William N. Winfield, Disbursing Officer, Commander Charles B. Hamilton, Operations Officer; Lieutenant Conrad A. Thiele, Engineering Electrical Assistant; Warrant Officer Horace G. Lenon, Chief Ship's Repair Technician (Engineering Dept.); Captain William J. Wacker, Executive Officer; Warrant Officer Joseph C. Windham, Chief Boatswain; Lieutenant Paul J. Gould, Engineering Main Propulsion Assistant; Lieutenant Commander John W. Bradford, Jr., Weapons Officer; Lieutenant Commander Herschel L.

Plowman, Communications Officer; Commander Edward M. Haugh, Navigator; Lieutenant Eugene J. Schuster, Engineering Damage Control Assistant; and Lieutenant Commander Samuel Markarian, Medical Officer.

The three officers pictured on the carrier's gun mount (below) hold positions today for which there were no equivalents on the sloop. They are: Commander Jack Bent, Air Officer; Commander L. D. Bowen, Commanding Officer, Carrier Air Group 53, and Captain McLendon G. Morris, Commanding Officer, Marine Detachment.

## Vertical Take-Off Aircraft

The XC-142A, tri-service V/STOL transport, has completed its first vertical takeoff. The craft has been undergoing a test series since last September, but all previous takeoffs had been conventional, requiring a runway.

During early tests the plane succeeded in becoming airborne in less than 500 feet of runway though only 60 per cent of the available power was applied.

The aircraft, which features a tilting wing, is expected to fly horizontally at speeds of more than 430 mph. It is powered by four T-64 turboprop engines which drive four fiberglass wing propellers plus a tail rotor. The tail rotor is used for pitch control during hovering and transition to horizontal flight.

The engines are connected to the propellers by a system of cross shafting and gears which permits one or more engines to turn all five propellers. Because of this, the aircraft can remain stable enough to land vertically using only three of its four turboprops.

During the craft's maiden vertical takeoff and hovering maneuvers, altitude was purposely held to only five feet above the runway. The test was described as satisfactory and vertical flight to higher altitudes will be attempted later in the test series.

The Air Force is acting as developing agency for the Department of Defense in the V/STOL transport project. When completed, the aircraft is expected to carry 32 fully equipped troops or 800 pounds of cargo. It will have an operational radius of 200 to 470 miles.

## USS Ranger Has an Operation at Sea

Boilermen from Ship Repair Facility, Subic Bay, P.I., completed a major dockside-type project as they restored an ailing boiler aboard the attack carrier *uss Ranger* (CVA 61).

What makes this assignment unusual is that they did it while the ship was at sea.

When *Ranger* experienced tube failure in one of her eight boilers, an urgent call for assistance went out to SRF Subic Bay.

Ordinarily, ships are returned to the yard when extensive boiler tube replacement is needed, but operational commitments and *Ranger's* schedule could not be revised. Adding to the difficulty was the requirement that the ship maintain a high condition of readiness to respond to such emergencies as the air strikes against North Vietnam on February 7 and 11.

The SRF workmen flew to the ship, assessed the job and accepted the challenge. As old tubes were

being removed by welder's torch, over 400 new replacement tubes, ranging in length from 11 to 20 feet, were formed at SRF and ferried to the ship by jet and propeller aircraft.

Thousands of pounds of tools and parts, along with SRF personnel, were airlifted to *Ranger's* at-sea location. Numerous drilling cutters used in the superheater section made the round-trip flight for sharpening ashore.

Working two shifts around the clock, the boilermen continued the job despite 130-degree heat in confined fireroom working spaces.

For accomplishing a tough job, kudos go to Jose L. Deleon, Raynoldo Ching, Leopolda Padilla, Ramon Z. Somcio, Francisco Pacheco and Napoleon Paclebar from Boiler Shop 41; Francisco Soriano, and Antonia Delacruz from Welding Shop 26; Dimingo Aquino and Narciso Baylon from Safety Shop 6.

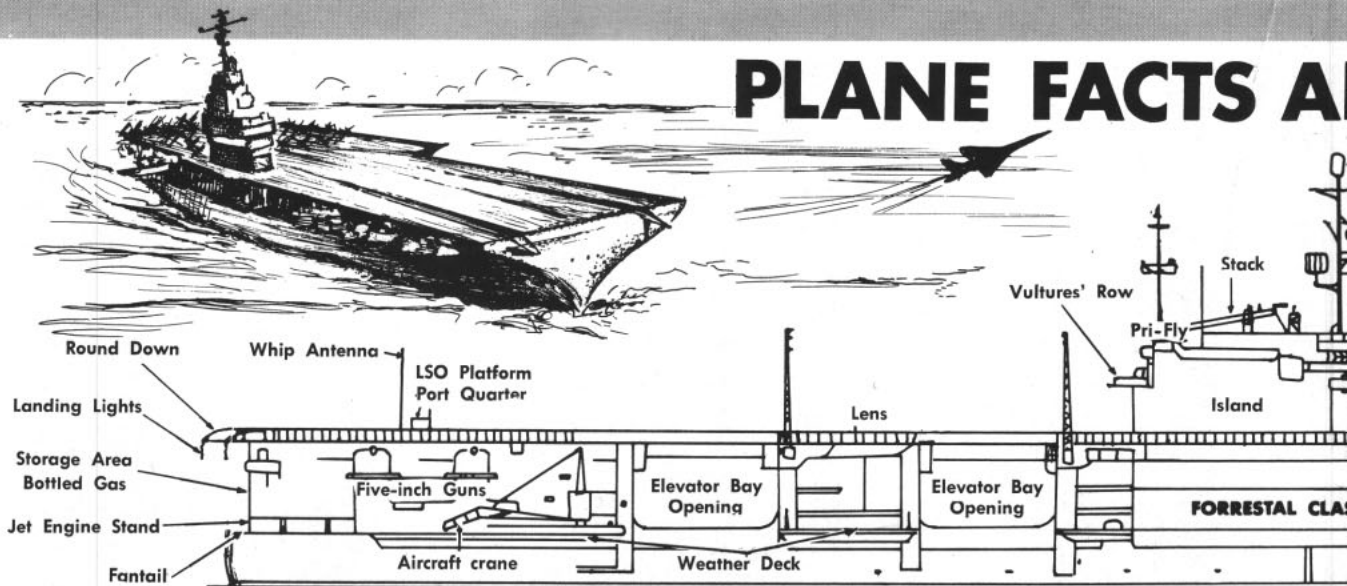


USS Kearsage's officers posed for photo in 1864, again in 1964.





# PLANE FACTS AND



## Carrier Control Approach

Straight-in approach used for night instrument (IFR) landings.

Approach controller in CCA controls the letdown (penetration) from 10 to 40 miles out. Final controller takes over from 10 to 6 miles out. Precision controller directs plane six to one and one-half miles out. When pilots call 'meatball at one and one-quarter miles,' the LSO visually monitors the pilot's approach to a landing. The LSO is up on the pilot's radio frequency and can direct any last minute changes in the final landing approach.

Jet pilots will always apply full power upon touchdown. This provides faster acceleration to regain flying speed for execution of a safe 'bolter' in case tailhook misses wire.

Final stages of recovery are monitored by the LSO.

Plane touches down over arresting gear, and tailhook catches wire. Most all CVAs now employ four arresting cables.

Before recovery, the ship speeds up and turns into the wind to enable plane to land at a lower (slower) relative speed.

During last half of aircraft's 180° turn, pilot picks up meatball image in Fresnel Lens and maintains it on reference line to establish his rate of descent as he lines up angled deck visually.

CCA Final Approach Lane and Glide Slope (Night and IFR Recoveries)

Straight-in Approach

VFR (Daytime) Approach

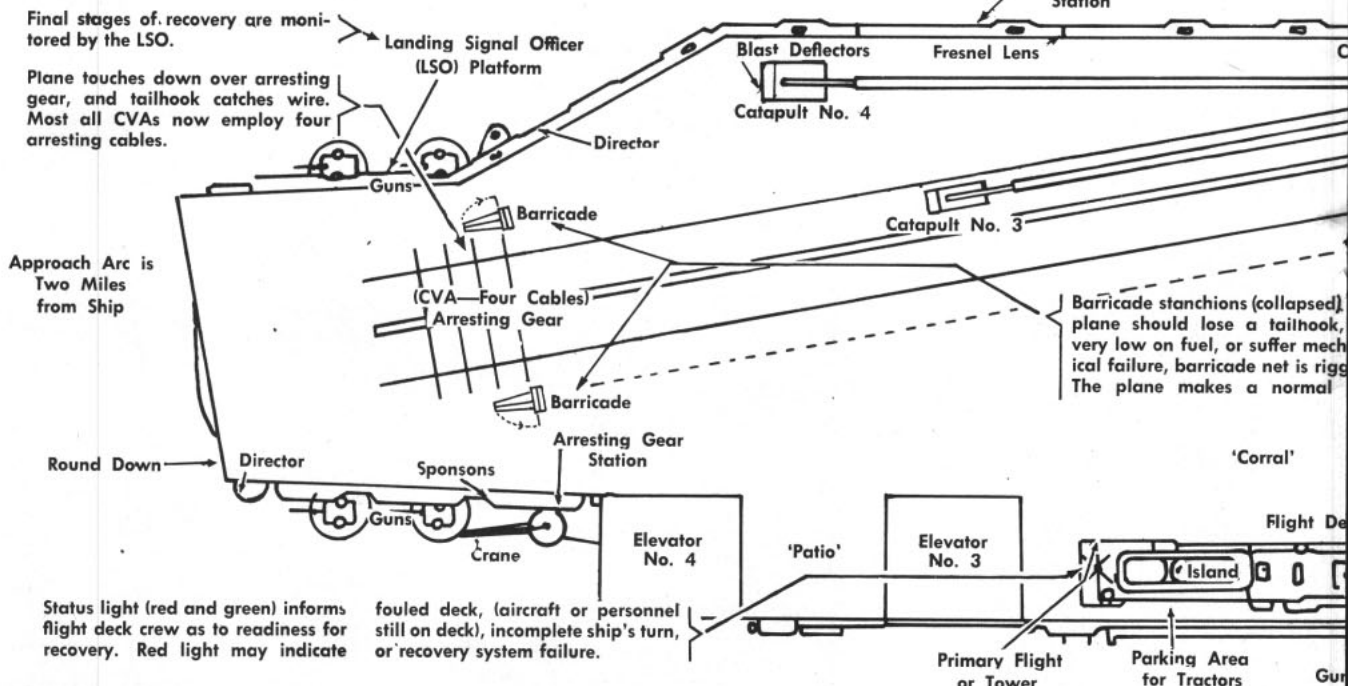
180° Position (Start turn to 'final').

600'—Landing Speed, 'Meatball' Visible at 90° Position Night/IFR—1000

Abeam Position

One and one-half to One and one-quarter miles

'Dirty' Flight Slow Speed



## The Landing

# ABOUT CARRIERS

Tacan Antenna

Radar

Flag Bridge

Bridge

Cherry Picker

Elevator Bay Opening

No. 1 Gangway

Weather Deck

Bow Catapult Launching Stations (Port and Starboard)

Flight Deck

## ing Pattern

Conditions  
ed (600')

00' Bolter Flight Path

Night/IFR-1000

Descend to 600'

Descend to 600'

One mile

900 15-Second Aircraft Break Interval (VFR Recovery Only)

Walk

Elevator No. 2

Centerline

Foul Line

Catapult Launching Station

Blast Deflector

Catapult No. 2

approach and lands head-on into a nylon cable net, or it is diverted ('bingoed') to the nearest emergency landing field.

Aircraft is attached to catapult shuttle by a cable called a bridle. When the plane becomes airborne, bridle slides on to horn and remains there until recovered by catapult crewman.

Planes take off in this direction.

Bridle Arrestor Boom (the 'Horn')

Catapult No. 1

Catapult Launching Station

Antenna

'Point'

Planes are brought up from hangar deck and spotted by flight crew with tractors 'mules.'

Planes are put on catapult and launched on order of catapult officer. Four planes can be fired every 60 seconds.

Director

Cherry Picker

### Daytime (VFR) Approach

Oval pattern used for visual (VFR) landings.

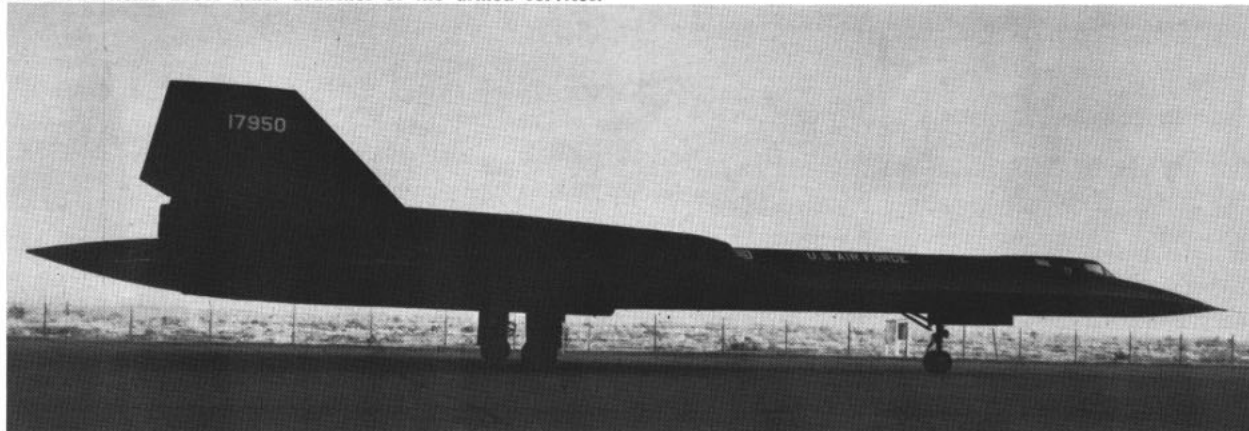
During visual flight rules (VFR), day operations and when planes are ready for landing, they enter a 600-foot left-hand racetrack pattern and fly this pattern in a 'dirty' condition (gear, hook and flaps down). Prop planes use approach speeds of 90- to 95-knots and jets use a 130- to 145-knot approach. Approach and landing speeds vary with type and weight of the aircraft.

### Primary Flight Control

Pri-fly is ship's "tower." From primary flight control, the 'air boss' oversees and controls air operations. He may address flight deck crew over bullhorn or radio. He is responsible for all aircraft once they are in the landing/bolter pattern. This applies during day (VFR) and night (IFR) operations.



Brief news items about other branches of the armed services.



LONG RANGE reconnaissance plane, SR-71, can fly three times the speed of sound at altitudes up to 80,000 feet. Jet uses same J-58 engine as YF-12A interceptor, but has longer range. It is to be operational later this year.



AN ENGINE ANALYZER which predicts aircraft power plant failures before they occur is being flight-tested by the Air Force. The analyzer records turbojet engine performance during flight and allows maintenance men to diagnose problems before they become serious.

The equipment has been installed in two single-engine F-105D aircraft at Nellis AFB in Nevada and two F-4C twin-engine fighter bombers at Davis Monthan AFB in Arizona.

Engine operation is sampled frequently by the analyzer (once each second on the F-4C) which records on magnetic tape information such as compressor and turbine pressure, temperature and breather pressure. The tapes are monitored frequently by maintenance men who can use the statistics to determine whether the engine is safe to fly again or should first undergo repairs.

With the new system, unnecessary maintenance should be avoided, as will many engine failure accidents. The analyzing system is expected to substantially increase engine life, boost safety, and reduce maintenance costs.

The analyzer consists of two subsystems. One is a computer which determines engine condition, while the other is a digital recording device which will make a permanent record of performance in flight.

The tests are expected to last one year.

★ ★ ★

THE FIRST TEST FIRING of the Army's *Lance* ballistic missile has been conducted at White Sands Missile Range, N. Mex.

All test objectives were met as the battlefield missile was successfully fired from a non-tactical launcher.

*Lance* is being developed to fulfill the requirements for a mobile weapon system to replace the *Honest John* and possibly *Little John* missiles. It would complement division tube artillery and extend division commander capability for nuclear and non-nuclear supporting fire.

★ ★ ★

FOR THE SERVICEMAN who would like a "way-out" job, the Department of Defense may someday be able to offer duty on a military manned orbiting laboratory.

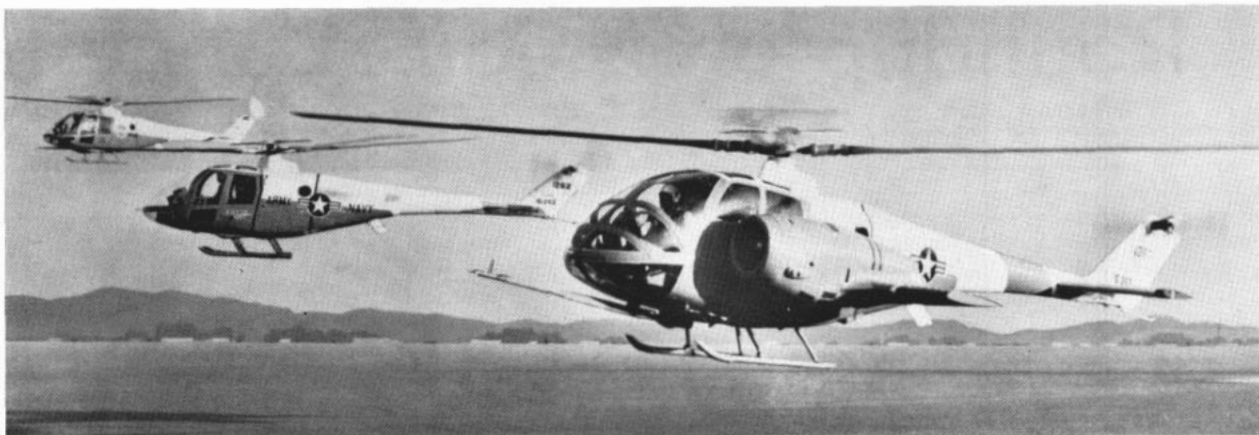
Possible designs and technical requirements for such a space vehicle are under consideration.

The military manned orbiting laboratory (MOL) might serve a variety of military purposes—for instance, as a space assembly and service station for other space vehicles, or possibly in other ways. Forthcoming studies by civilian contractors—guided by the results of preliminary studies already performed by the Air Force—will be directed toward determining just what a military man's potential usefulness in space might be.

In short, they might determine if the Navy, or any other service, will someday add a Space-vey section to its personnel distribution system.

AIR FORCE F-105 *Thunderchiefs*, all-weather Mach 2 jets, are seen during recent flight operations over Japan.





**FAMILY PORTRAIT** of new XH-51 helicopters shows XH-51N (top), built for NASA; HX-51A, built under a joint Army-Navy program (center); and winged version of XH-51A, which is fastest known rotorcraft, with speed of 242 mph.

AN AIRBORNE COMMAND POST has been aloft around the clock for more than four years, ready to assume direction of the Strategic Air Command bomber and missile force should ground control centers be destroyed.

The flying control center adds to the assurance that SAC forces can be controlled effectively in retaliation to any attack on the United States.

Jet tanker planes, equipped with several automated transmitter-receiver systems, are modified for this mission. Each carries a crew of four, plus a general officer (airborne emergency actions officer) and his staff of about 12.

While on station, the airborne command post maintains communication with SAC underground and alternate command posts and with the Air Force Command Post and the National Military Command Center in Washington, D.C.

Messages can be received and transmitted simultaneously on the communications equipment.

Three times daily an airborne command post departs Offutt Air Force Base, Nebraska, and remains on

station until relieved. The missions are flown by EC-135C aircraft—long range, high performance planes with multiple aerial refueling capabilities.

★ ★ ★

THE ARMY HAS ACCEPTED the first weapon developed specifically for firing 40-mm grenades from helicopters.

Designated the M-5, the new weapon subsystem is designed to provide helicopters with a suppressive-fire capability. The 200-lb weapon fires a 40-mm high explosive grenade at the rate of more than 200 rounds per minute. Its effective range is 1500 meters.

Electrically driven, the M-5 can be operated by either the pilot or a gunner. Ammunition is fed through flexible chuting to the launcher from a storage box within the plane. The weapon is aimed through conventional sighting and fire control elements.

First delivery was made to the Aberdeen Proving Ground, Md., where initial testing and crew training is to be conducted. The M-5 is scheduled for delivery to field units later in the year.

**HOT CYCLE** research helicopter now under development gets power from hot gases jetted through tips of rotor blades.





# Roundup on Medical Benefits

**A**S A NAVYMAN on active duty, you are entitled to some of the best medical care in the world. The care which is now your right also follows you into retirement as a privilege.

Not only are you eligible for medical care, but it is also provided under the Dependents' Medical Care Program for your wife and children and (with limitations) to your dependent parents and parents-in-law. If you should die, your widow (or widower) may still be eligible for medical care.

In dollars and cents, the value of this care is inestimable. If your dependents are never sick, you can consider yourself lucky. Moneywise, Medicare will still have saved you the cash you would otherwise have spent insuring them against a costly illness.

If your wife or children *do* need medical treatment, the program entitles them to receive the best of care available in uniformed services medical facilities and it costs you almost nothing. If a service hospital is not available or cannot give your dependents authorized treatment, civilian facilities may be used within certain limitations.

This is true whether hospitalization is required for a pregnancy or whether it is authorized for a rare ailment requiring costly surgery. The Navy is prepared to go to great lengths to see that your dependents receive the care to which they are entitled.

Not only does the Government pay for most of your wife's and children's medical care in civilian hospitals, it also pays most of the cost of both inpatient and outpatient maternity care and for outpatient treatment of bodily injury.

When you seek medical care for your wife or children from civilian sources at government expense, you should make sure the physician and hospital are participants in the Medicare Program before treatment is begun.

A physician or surgeon participating in the program must be legally licensed and qualified to prescribe and administer all drugs and to perform all surgical procedures.

A hospital, to qualify under the program (except in an emergency), must be an institution operated according to the local laws governing hospitals. It must also provide facilities for surgical and medical diagnosis, treatment and care of injured and sick persons by (or under the supervision of) one or more staff physicians or surgeons. Further, it must provide continuous 24-hour nursing service by registered graduate nurses.

When applying for any kind of medical care—at a service or civilian facility or by a civilian physician—dependents are required to present their Uniformed Services Identification and Privilege Card (DD Form 1173) as proof of their eligibility for authorized medical care.

All eligible dependents, except children under 10 years of age, will be issued a card upon application by their service sponsor.

In the case of a child under 10, the parent or guardian must furnish proper identification and certify to the child's eligibility. In some cases, such as when the child is under 10 and is living apart from his parents, a card may be issued to him.

Normally, dependents receive their cards through their sponsors. If the sponsor is unable or declines to fill out an application form for the card, his dependents can obtain the application form at any service installation and forward it to the sponsor's commanding officer for verification of eligibility.

The card must be turned in: (1) when it expires; (2) when a new card is issued; (3) when the sponsor dies, is discharged, retires or is released from active duty; (4) when the sponsor is officially placed in deserter status; or (5) when the dependency status is otherwise ended.

If the sponsor dies or retires, the dependent will be issued a new card indicating that medical care is authorized in uniformed services facilities only.

When a card is lost, report the loss immediately so a new card can be issued to replace it, and at the same time to enable the services to be on the alert against the improper use of the card by someone who finds it.

The Dependents' Medical Care Program is complicated and full of terms with which the layman is often unfamiliar. It has been the subject of several instructions and pamphlets.

So that Navymen and their dependents may better understand the benefits to which they are entitled, here are questions concerning Medicare together with their answers—in language which, we hope, requires no interpretation.

## 1. What is Medicare?

It is the term applied to the policies and procedures governing administration of the Dependents' Medical Care Act (Title 10, U. S. Code, Sections 1071-1085) insofar as it relates to care of dependents from civilian sources. Medicare supplements our armed services' medical facilities in providing certain care which otherwise would not be available.

Both medicare at civilian facilities and medical care at facilities of the uniformed services are part of the overall Dependents' Medical Care Program.

## 2. What is meant by a uniformed services medical facility?

Uniformed services medical facilities are so called because they include not only hospitals and dispensaries of the Army, Navy and Air Force, but also the hospitals and outpatient clinics of the Public Health Service, and the U. S. Coast Guard Academy Infirmary at New London, Conn.

## 3. Whom does the Dependents' Medical Care Act cover?

The act covers specified dependents of both living and deceased members of the uniformed services whether on active duty or retired (except those retired for non-regular service who served less than eight years on active duty).

## 4. Does Medicare cover all my dependents?

It covers those usually considered to be members of the immediate family group as follows:

- The wife of a male member or the husband of a female member (provided he depends on his wife for over one-half of his support).



# for You and Your Dependents

- Unmarried, legitimate children of members provided they are under 21 years of age.
- Children over 21 but incapable of self-support because of mental or physical incapacity which existed before they became 21.
- Offspring under 23 who are enrolled in a full-time course of study in an approved institution of higher learning who are dependent upon their sponsors for over one-half of their support.

The definition of children also includes adopted children and stepchildren who are in the categories listed above for natural children.

Provisions of the Dependents' Medical Care Program (as distinguished from Medicare) also cover parents or parents-in-law who are dependent upon a military sponsor for more than one-half of their support and are residing in a dwelling place provided or maintained by the member.

To receive any benefits from the program, the unmarried widower of a deceased female service member must have been dependent upon the member at the time of her death for over one-half of his support because of a physical or mental incapacity.

## 5. Are my dependents eligible for care in both uniformed services and civilian medical facilities?

Your dependents are eligible if they bear a relationship to you as specified above and if you are serving on active duty pursuant to orders which specify a period of more than 30 days.

However, only your wife (or the husband of a female member) and children (as specified under question 4) are eligible for Medicare—that is, care in civilian facilities.

## 6. How about retired personnel, parents, parents-in-law, widows and widowers?

Retired personnel, parents, parents-in-law, unremarried widows and widowers who satisfy the conditions described above are eligible for care only in uniformed services medical facilities.

Such care is a privilege and not a right. It is dependent upon the availability of space and facilities. In all cases the medical needs of active duty personnel come first.

## 7. Are the provisions concerning medical care for retired personnel and their dependents based on any particular law? If so, what is that law?

The authority to provide this medical care for retired personnel and their dependents is contained in Sections 1074(b) and 1076(b), Title 10, United States Code, but, as already stated, it is subject to the availability of space, facilities and the capabilities of the local medical staff.

Not long ago a Department of Defense Study Group was established on Health Care for Retired Military Personnel and Their Dependents. In determining the obligation of the government, the study group concluded that the government has no absolute legal obligation to provide health care in uniformed services medical facilities for retired personnel and their dependents, and that

the sections of the law authorizing such care are permissive in nature.

The study group's findings and recommendations have been made available to a House Armed Services Special Subcommittee and, in a recent report, the House subcommittee recommended the programming of beds for retired military personnel and their dependents in new hospital construction, based on projected workloads up to certain limits. Also under consideration are recommendations for additional legislation supporting retired military health care in an equitable manner.

## 8. I understand some dependents of active duty personnel are given a choice between military or civilian medical facilities while others are not. How is this determined?

The determining factor here is whether or not the dependents reside with their sponsor. Those who do reside with their sponsor must use uniformed services medical facilities if available and adequate. Those who reside apart may choose either uniformed services or civilian facilities.

Dependents are considered to reside with their sponsor if they live in the area to which he is assigned. Their eligibility is unaffected if their sponsor is at sea or on TAD from his assigned area. An assigned area includes the home port of your ship.

## 9. Does a change in my status or in that of my dependents affect their eligibility for Medicare?

Yes, indeed. If you are separated from the service for any reason except retirement, or are in a desertion status, your dependents lose their eligibility for both civilian and military care.

As mentioned before, your dependents lose eligibility for care in civilian facilities when you retire, but they remain eligible for care in uniformed services facilities provided such care doesn't interfere with the needs of active duty personnel.

If you die while on active duty, your dependents lose eligibility for civilian care while retaining eligibility for care in uniformed services facilities. There is, however, a provision for your wife, if she is pregnant at the time of your death. She is eligible to receive obstetrical and maternity care during that pregnancy from civilian sources.

Also, a dependent receiving authorized civilian medical care at the time of the sponsoring Navyman's death may continue to receive such care. The dependent may also receive civilian care if he is a victim of the same disaster or accident which has caused the Navyman's death.

Civilian care in both these latter circumstances, however, will be provided only until transfer to a uniformed services facility can be arranged.

The widower of a deceased female service member is eligible for care in service facilities after the death of his wife *provided he was receiving over one-half of his support from his wife because of his physical or mental incapacity at the time of her death.* (Note: The incapacity requirement was not a condition during his wife's lifetime.)

*(Continued on the following page.)*



10. What if my wife and I are divorced? Do our children lose their eligibility for Medicare?

Your divorced wife, of course, loses her eligibility, but your children's eligibility is unaffected. Subsequent adoption by a person not eligible for Medicare, however, would also end their eligibility.

11. Are there any circumstances under which my dependents would be eligible for care in civilian facilities even though uniformed services facilities are available?

Yes. The uniformed services facility may not be able to provide the care your dependent requires. In such cases, the uniformed services facility will make this determination and issue a Nonavailability Statement (DD Form 1251).

This statement certifies that adequate uniformed services facilities are unavailable for the care requested or required by the wife or child. The form can, of course, be used only for the illness or condition for which it is issued. It must also be used immediately.

12. Suppose my dependents rate a Nonavailability Statement. What do I do with it?

The statement must be presented to the sources of civilian care—both the attending physician and hospital.

### Medicare Has a Big Heart

Lest anyone doubt that the Navy takes care of its own, consider the case of the 36 year-old wife of a Boatswain's Mate First Class. She was the mother of three children and had suffered from scarring of the heart valves as the result of a childhood case of rheumatic fever. Her condition became progressively worse until her most recent hospitalization at the Naval Hospital, San Diego, Calif. in July 1964.

The San Diego Naval Hospital performed diagnostic studies and found her condition serious—so serious in fact that her life was in danger. Nothing less than open heart surgery could save her.

This required replacement of three of her four heart valves with artificial plastic valves.

Open heart surgery was nothing new at the San Diego Hospital but this particular operation was especially complex. In fact, it had been performed successfully only at a university medical hospital by the doctor who designed the artificial heart valve.

More studies were made at San Diego by the thoracic surgery and cardiology branches and arrangements were made for the Navyman's wife to be transferred to the university hospital for surgery under the Dependents' Medical Care Program.

A direct flight on MATS was arranged from the Miramar Naval Air Station to Portland Air Force Base. The patient underwent surgery at the university hospital on 21 July and was returned on another MATS flight to San Diego on 13 September—doing nicely, thank you.

The Navy wife was the fifth person in the world to have undergone the highly specialized operation successfully. The Navy, the Air Force and the civilian medical community all cooperated to save her life—a cooperation made possible by the Dependents' Medical Care Program.

13. Are there any circumstances under which a Nonavailability Statement need not be presented to a civilian medical facility or physician?

Yes. In an acute emergency requiring immediate treatment from civilian sources to preserve life or prevent undue suffering. Such a circumstance might result from an accident or sudden, severe illness.

Another exception: If your dependent is on a trip, and requires hospitalization, whoever signs the claim forms must certify that the dependent was "on trip." *Warning: This exception isn't to be used to evade the requirement for a Nonavailability Statement. If you abuse it, you are liable to have to pay the bill when it is presented.*

As mentioned before, civilian maternity care is given if required by an eligible wife whose husband has died on active duty, provided she was pregnant and eligible for Medicare benefits at the time of her husband's death.

In such circumstances, the widow must obtain a statement from the uniformed services official indicating that she is eligible for civilian maternity care.

14. Can a Nonavailability Statement be issued retroactively?

Yes. It can be issued after civilian care is begun or even after it is completed. As we said before, however, the determination is made by a uniformed services facility that the patient was eligible for the statement before his care began.

15. Does a Nonavailability Statement guarantee government payment at a civilian facility for my dependents?

No. It is simply the first step. All the statement does is serve as evidence that the care your dependent needs is not available from a reasonably accessible uniformed services medical facility. Other steps in establishing liability are given below.

16. What does establish government liability for my dependent's care in a civilian medical facility?

First of all, the care your dependent receives must be authorized under the Medicare Program (See answer to question 39).

If the care is authorized, the government's liability is determined from the diagnosis and from clinical information and/or certification furnished by the attending civilian physician.

17. What should I expect when civilian medical facilities are used?

When you apply for civilian medical care for your dependents, you should first ask the physician if he will accept your dependent as a patient under the program. If he will, you are not expected to pay for care authorized under the program, except for certain charges which will be explored later.

The government pays the physician for authorized care with a certification by the physician that there will be no additional charge to the dependent or sponsor for that care.

The physician signs such a certification on the claim form which he submits to the government for payment.

18. Are there any forms I should sign at a civilian medical or dental facility?

Any civilian facility which accepts Medicare patients is supposed to provide DA Form 1863-1 and DA Form 1863-2. The first form covers services by civilian hospi-

tals, private nurses, anesthetists, physical therapists, etc., under Medicare. The other form covers services by civilian physicians and dentists under Medicare.

If a civilian physician does not have the forms, does not know where to get them or does not know how to fill them out, suggest that he contact the admissions office at the local hospital or the local medical association for information.

If a civilian hospital doesn't know about the forms, the admissions office can probably get the information it needs through local hospital insurance offices.

Dependents must indicate on the form whether they reside with or apart from their sponsor.

**19. My dependents live in an overseas area and apart from me. Are they eligible for civilian medical care?**

Your dependents have the same eligibility overseas as they have in the United States and Puerto Rico. Dependents living apart from their sponsor may choose only between civilian medical facilities which have been determined by the appropriate overseas commander to be professionally acceptable and those of the uniformed services. As always, civilian care is limited to the types authorized under the Medicare Program.

**20. How about dependents residing with sponsors in overseas areas?**

Even though they are eligible for civilian medical care, they must use a uniformed services facility if it is able to furnish the needed care. Otherwise, civilian care will be authorized under the program in accordance with procedures established by the overseas commander.

**21. Are Nonavailability Statements required outside the United States and Puerto Rico?**

No.

**22. What kind of medical care is provided to dependents at uniformed services facilities?**

If medical staff, space and facilities are available, the following medical care may be obtained: (1) Diagnosis; (2) treatment of acute medical and surgical conditions, contagious diseases and acute emergencies of any nature; (3) immunizations; (4) maternity and infant care; (5) also, in special and unusual cases, exceptions may be made for specific patients requiring care for chronic diseases and nervous or mental disorders. The commander of the service medical facility concerned has the authority to make such exceptions.

**23. Can dependents also obtain drugs and medicinals at uniformed services medical facilities?**

Yes, if they are available.

**24. Specifically, what medical care is not provided to dependents at uniformed services medical facilities?**

The following treatment is not provided for: (1) Chronic diseases (except for acute flareups or complications requiring active or definitive medical or surgical treatment); (2) nervous and mental disorders (except for diagnostic purposes); (3) unessential but personally desirable care (such as plastic surgery solely to improve appearance); and (4) domiciliary care usually provided in a nursing or convalescence home.

**25. Is any other care excluded? What about glasses and hearing aids?**

The exclusions on care are all listed above. However, dependents are not provided artificial limbs or eyes, hearing aids, orthopedic footwear and spectacles.

Outside the United States, however, and in some remote areas within the United States where these items are not available from private sources, they will be sold at cost to dependents if they are available from government stocks.

Ambulance service is also excluded (except government ambulance in an acute emergency which is determined by the medical officer in charge).

**26. How about a physician's house calls. Are they excluded?**

House calls are excluded except in special and unusual cases where it is determined by the medical officer in charge that they are medically necessary.

**27. Is dental care authorized for my dependents?**

Not in the 50 United States, except in areas specifically designated by the Secretary of Defense as remote. In such areas, dental care may be given to dependents on a space available basis. If your dependent is suffering undue pain, he may receive emergency treatment at a uniformed facility to obtain relief. Permanent fillings, bridges and dentures, however, are not authorized.

**28. How about dental care for dependents outside the 50 United States?**

It is authorized at all uniformed services facilities on a space-available basis. The commander of the medical or dental facility concerned makes this determination.

**29. Are dependents charged for the use of a uniformed services medical facility?**

There is no charge made for inpatient care at a uniformed services hospital but your dependents are charged for their subsistence at the rate of \$1.75 per day.

If they are outpatients, there is no subsistence, therefore no charge. Dental care, when authorized, is also without charge.

**30. When hospitalization of dependents at a civilian medical facility is called for, are private accommodations authorized?**

No. Semiprivate accommodations are authorized. This means a room with from two to four beds.

**31. Is there a limit to the length of hospitalization in a civilian facility?**

Yes; 365 days. However, in special and unusual cases, when transferring the patient to a service facility is not feasible, the Surgeon General is authorized to grant a 90-day extension.

**32. Is there any limit to the type of treatment given to dependents at civilian medical facilities?**

Yes, but the base is very broad. Treatment for dependents at civilian hospitals is authorized for: (1) Acute medical conditions. This includes acute emotional disorders described in answer 35. (2) Treatment for contagious diseases. (3) If surgery is medically indicated by the physician in charge, it is included. For some types of surgery, however, there are conditions attached (see answer to question 39.) (4) Complete obstetrical and maternity care is authorized. This includes in-hospital care of the newborn infant. Infants born in a home or an office may receive the authorized care they need on an outpatient basis during a period



not to exceed 10 days following the date of delivery. However, no routine outpatient follow-up checks or care of infants are authorized after discharge from the hospital. (5) If the attending physician certifies the need of private-duty nursing, the government will provide partial coverage. (6) X-ray, radium or radioisotope therapy is authorized on an outpatient basis provided such therapy was begun or prescribed during a period of hospitalization. (7) Outpatient medical and surgical treatment of bodily injuries is authorized. (8) Services of a nurse anesthetist are authorized if the attending physician certifies the services were required for proper treatment of the patient. (9) Services of a physical therapist during hospitalization are authorized and also on an outpatient basis for a limited period following discharge from hospitalization for surgery when the attending physician certifies that they are required for the proper care and treatment of the patient.

**33. You mentioned a limitation on the treatment of emotional disorders at civilian medical facilities. What are they?**

First of all, the disorder must be acute and it must constitute an emergency that threatens the life or health of the patient.

**34. Is there any time limitation on treatment of dependents for an emotional disorder?**

Yes, the disorder will be treated until it subsides or until arrangements can be made for care at other than government expense, whichever comes first. In any case, hospitalization at government expense will not exceed 21 days.

**35. Specifically what type of emotional disorder, if any, falls within the Medicare Program?**

To qualify under the program, the disorder must fall into one of these categories: (1) An acute emotional disorder complicating pregnancy or occurring within six weeks after delivery; (2) an acute emotional disorder that necessitates immediate hospitalization to protect the patient's life or health; or (3) an acute emotional disorder arising during hospitalization for another condition that qualifies under Medicare.

**36. Is an extension ever granted beyond the maximum 21-day limit on treatment of emotional disorders?**

Requests for extension are considered on a case by case basis when there are overriding circumstances. For instance, the dependent's sponsor may have been absent on an overseas assignment and could not complete transfer arrangements within the specified time limitation.

**37. To whom should requests for extension beyond the 21-day limitation on treatment of emotional disorders be sent?**

For dependents who are stationed outside the United States and Puerto Rico, the appropriate overseas commander has the authority to make this determination.

Requests for extension of treatment of acute emotional disorders in the United States and Puerto Rico should be made by the sponsor, the dependent or other representative to the Contracting Officer, Office of the Surgeon General, U. S. Army, Denver, Colo. 80240.

**38. What information should be included in the request for extending the treatment of acute emotional disorders?**

To be considered, the request must contain or be accompanied by the following information: (1) Length

of time for which the extension is requested; (2) full name of the patient and his relationship to the sponsor; (3) the sponsor's name, rank, serial number, branch of service and duty station; (4) the name(s) and address(es) of hospital(s) furnishing care; (5) date(s) of admission to hospital(s) and address(es) of hospital(s) furnishing care; (6) date(s) of admission to hospital(s); (7) physician's statement giving diagnosis, circumstances of admission and brief description of course of treatment for the acute phase of the disorder; (8) reason(s) why suitable arrangements can't or could not be made for care at other than government expense within the first 21 days; and (9) an estimate of time required to complete suitable arrangements.

**39. What types of surgical care are specifically authorized at civilian medical facilities?**

There are several types authorized but surgery must be rendered under the conditions stated. The following types of surgery are some that are specifically authorized: (1) Eyes—for aiding or improving vision impaired by glaucoma, cataracts, strabismus (cross-eyes) or other conditions. (2) Ears—for the restoration or improvement of hearing. (3) Harelip and/or cleft palate—for initial repairs and for subsequent repairs known and established as a requirement at the time of original surgery. Subsequent revisions are not authorized. (4) Plastic surgery of the nose—for the improvement of breathing only. (5) Skeletal defects such as club foot or a congenital dislocated hip, but only when surgical treatment is required as an *in-hospital* patient to improve function. Care normally provided on an outpatient basis and not requiring hospitalization is not authorized. (6) Fingers and toes—removal of superfluous fingers and toes and correction of conditions in which two or more fingers or toes are wholly or partly united are authorized only for the improvement of function. (7) Scars—treatment is authorized only when they are ulcerated or there is clinical evidence of malignancy or when the scar impairs some function. (8) Tumors, cysts, plantar and other warts, wartlike growths, birthmarks and moles—surgical removal only if they are bleeding, ulcerated, painful, show clinical evidence of malignancy or impair functioning. (9) Plastic surgery of the breast—Only when severe pain or marked disability is present. (10) Sterilization procedures—only when, in the opinion of the attending and consulting physicians, such a procedure is necessary to the proper management of a medical or surgical condition for which treatment is authorized. No other reasons are valid for payment under Medicare.

**40. Is there any medical care which is specifically excluded from the Medicare Program?**

Yes. Most exclusions have been given or implied elsewhere but here are some examples of specific types of care not authorized from civilian sources: (1) Surgical care requested by the patient but which is not medically indicated. Examples are cosmetic surgery for psychological reasons or to improve appearance; (2) congenital defects of the skeletal or nervous systems which are readily identifiable as being chronic and longstanding; (3) sterilization for socio-economic reasons; (4) procedures designed to correct infertility or sterility; (5) removal of tattoos; (6) treatment of nervous and mental disorders (except 21 days' hospitalization for acute emo-

tional disorders constituting an emergency); (7) treatment of chronic diseases (except for acute flareups or acute complications requiring hospital treatment or for inpatient surgery to improve functions); (8) care normally given by nursing or convalescence homes; (9) visits by or to a physician for examination of an infant, born in a hospital, after the infant's release from the hospital; (10) civilian ambulance service; (11) prosthetic devices such as artificial limbs, artificial eyes, hearing aids, orthopedic footwear, spectacles and similar medical supports or aids; (12) hospitalization solely for diagnostic purposes when patients are not acutely ill or when diagnostic surveys are not followed by in-hospital surgery; (13) treatment of nonacute medical conditions such as infertility or sterility, tests to determine pregnancy, and others; and (14) tests and procedures such as psychological, psychometric or intelligence measuring tests; speech and/or hearing therapy; remedial reading; vision correction training; child guidance therapy.

**41. What restrictions are there on outpatient care from civilian sources?**

Unlike our service medical facilities where outpatient care is usually limited only by a facility's capability to give the required care, outpatient treatment and procedures obtainable at government expense from civilian sources are very limited.

The law and implementing regulations are very specific in this regard and (except for specified exceptions) the government will not pay for civilian outpatient care regardless of circumstances, emergency or the nonavailability of a uniformed services medical facility.

The authorized exceptions apply to: (1) Obstetrical and maternity care; (2) care of infants born outside a hospital (limited to 10 days following delivery); (3) treatment of bodily injuries—defined as fractures, dislocations, lacerations and other wounds; (4) services required of a physician or surgeon prior to and following hospitalization for a bodily injury or surgical operation; and (5) X-ray, radium or radioisotope treatment prescribed during a period of hospitalization.

**42. Specifically, what dental care is authorized in civilian facilities?**

It must be care which is considered to be adjunctive—in other words, the dependent must be hospitalized

for some other medical or surgical conditions, the treatment of which requires dental care.

Outpatient treatment of fractures, dislocations, lacerations and other wounds normally cared for by dentists may also be paid for by the government.

As mentioned before, the government does not pay for artificial teeth, bridges, fillings, straightening teeth or prolonged treatment of the gums.

**43. What drugs and medicines are available to dependents from civilian sources under Medicare?**

Only medications furnished by a hospital during the dependent's hospitalization. These are included in the hospital bill. The government does not pay for medications prescribed by a physician or dentist and dispensed on an outpatient basis and procured from civilian sources. There is an exception, however. A physician or a dentist furnishing authorized care may include in his bill the cost to him of drugs administered by injection which are directly related to the treatment being furnished.

**44. Who pays for transportation when a dependent is transferred from a civilian hospital to a uniformed services medical facility or from one USMF to another?**

Whenever possible, the transfer will be made by government transportation. If government transportation isn't available, the transfer is made at the patient's expense. Use of commercial transportation for this purpose is not authorized.

**45. In case I have any other questions concerning the Dependents' Medical Care Program, where can I go to find the answers?**

We hope that these questions and their answers will satisfy most points concerning the care to which your dependents are entitled under the Program.

However, in the event that you may not have found the answer to your specific question, the governing word, as far as Navymen are concerned, can be found in SecNav Inst. 6320.8B. You might also refer to the reprint of the special issue of ALL HANDS, "Rights and Benefits of Navymen and Their Dependents" (NavPers 15885-B). A short DOD pamphlet entitled "Dependents' Medical Care Program" is also available at naval hospitals or your personnel office.

## Navy Helps Flood Victims

Armed Forces' assistance during the northern California floods in December 1964 involved one of the largest helicopter relief operations in history, according to statistics which have now been assembled.

Navy, Marine Corps, Army, Air Force and Coast Guard units all had their share of work. When northern California was flooded, military helicopters flew more than 200 missions, evacuated 500 persons and delivered 194,600 pounds of emergency supplies during the first five days of the disaster.

In the early days of the flood two

ships, about 75 aircraft and some 3000 men were rushed to assist the flood victims.

The antisubmarine support aircraft carrier *uss Bennington* (CVS 20), serving as a helicopter base, carried 20 Marine Corps helos from El Toro, Calif., and plenty of emergency supplies. Bad weather limited helicopter operations until 26 December, when a mass airlift of badly needed supplies was made to the stricken areas. Even then rain, sleet, snow and fog continued to plague the operations.

The Naval Reserve escort ship *uss Walton* (DE 361), sailing from San Francisco, arrived at the Fields

Landing Coast Guard Base near Eureka on Christmas day. She carried radio gear, emergency electrical equipment, 1000 blankets, 2500 cases of C rations and 600 pounds of medical supplies.

Three men from Naval Schools Command, Treasure Island, and one man from the Naval Communications Center, San Francisco, volunteered to establish an emergency communications station near Eureka. It took them all night to set up, but the day after they were flown in, they had an amateur radio facility operating in the Red Cross Disaster Control Headquarters to expedite rescues.

# LETTERS TO THE EDITOR

## You Could Rate 5.0 in Early Days

SIR: I have been selected to give a presentation concerning enlisted performance evaluations in conjunction with my command's leadership program. I believe the talk would be more interesting if I could include a brief history of performance evaluations—can you help out?—W. R. J., PN1, USN.

• As far as we can tell, enlisted performance evaluations began back in 1912 with a Bureau of Navigation letter which outlined a marking system for the Navy. Under this first system the highest mark you could earn was a 5.0. To receive an honorable discharge you had to earn at least 4.5 for sobriety and obedience and a proficiency mark of 3.0.

An annual circular letter of 1 Jan 1918 provided for the 4.0 marking system. A mark of 3.0 in sobriety and obedience, and a proficiency mark of 2.75 became the determining factors for an honorable discharge.—Ed.

## Integration Uniform Allowance

SIR: I am interested to learn why personnel participating in the Integration program are not given a uniform allowance when they are commissioned. Newly appointed limited duty and warrant officers receive an allowance, as do NROTC students and PO1s upon making chief.

Those who compete successfully in the Integration program, however, are left to their own resources when it comes time to don the new uniform.

I feel we should receive equal privileges with other newly commissioned officers.—J. R. R.

• While we might say we're inclined to agree with your last statement, the fact remains that as an Integration appointee you will not receive an allowance to finance the purchase of your new uniforms.

Inequities of uniform allowances are recognized, and are the subject of much discussion in the Navy.

Warrant officers, LDOs and all Reserve officers receive uniform allowances because of the temporary nature of their appointments. No matter how long these officers actually serve in commissioned status, the fact that Reserve officers may serve on active duty for a limited period and that temporary officers might revert to enlisted status or accept release from active duty after relatively short service has been taken into consideration. Thus, they are not required to bear the full expense of \$400 to \$500 worth of uniforms.

Naval Academy graduates, NESEP

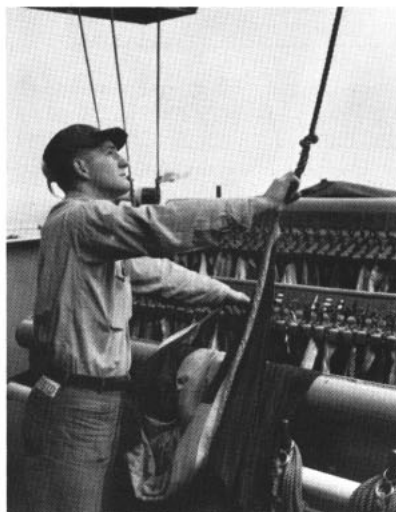
This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

graduates and Integration program selectees are not authorized a uniform allowance because of the expected permanent nature of their career status. Congress has ruled in the past that officers who are commissioned as Regulars should be expected to purchase their own uniforms, which will be their principal clothing for a full career.

However, recent legislation has authorized a uniform allowance for one category of Regular officers—those who are commissioned through the NROTC Regular program. The allowance was authorized in this case because the Regular program is comparable and closely associated with the NROTC Contract program, whose participants receive an allowance.

Situations do change, and further consideration might someday prompt legislation authorizing uniform allowances for all officers. But if this were to happen the payment probably would not be retroactive.—Ed.

**BACK AT IT**—Frank Merrifield, SMSN, prepares to hoist signal flags aboard USS Independence (CVA 62) after finishing first in signal school class.



## Readjustment Pay, Retired Pay

SIR: In your reply to C. E. C., HMC (January 1965 issue), you stated that Public Law 87-509 (concerning readjustment pay) applied only to Reservists who are involuntarily released from active duty after 28 Jun 1962.

I was released from active duty in June 1961 and received readjustment pay on the basis of one-half month's base pay times the number of years of active duty.

Then I was recalled in June 1962. And it appears now that I will qualify for active duty retirement. If so, will I have to repay that money received as readjustment pay, or will it be forgiven?—A. C. U., LCDR, USNR.

• In your case the readjustment pay will not affect the amount of retired pay.

This law applies only to those who were involuntarily released from active duty after 28 Jun 1962. Had you been released in, say, July 1962, you would have a deduction in your retired pay equal to 75 per cent of the amount you received as readjustment pay. But you received readjustment pay before the law became effective, and therefore are not subject to the deduction.—Ed.

## Path from ET to DS is Fraught

SIR: I'm an ET1 with four and a half years' service, and due for separation in May. I'd like to stay in, but as a data systems technician, rather than an electronics technician. If my request to cross-rate were granted as a reenlistment incentive, what schooling would I receive in the conversion process?—D. A. G., ET1, USN.

• DS Class A school is 38 weeks in length. The first 28 weeks are given in the ET Class A school at Great Lakes, Ill. The remainder is given at Naval Schools Command, Mare Island, Calif.

You should submit your request for change in rating in accordance with BUPERS Inst. 1430.7D. But before you do, consider this:

The ET rating has been designated "hypercritical." As long as this situation continues, the Bureau probably will not approve any request for conversion out of the ET rating.

At the same time, the DS rating is top-heavy. Billet requirements for data systems technicians are in the process of being established. It will take time to determine the personnel requirements for this rating and, while these are being worked out, advancement in the DS rating will probably be somewhat curtailed near the top. To curb a further trend in this direction, input to the DS



rating is almost exclusively from the non-rated ranks through the DS Class A school.

So, besides the fact that your request to convert from ET to DS probably would not be honored, it appears that such a move might work to your immediate disadvantage if it were allowed.

We'd still like to see you stay in, though—ED.

#### Bonita Was a Bonny Boat

SIR: On page 54 of the October 1964 issue of ALL HANDS you mentioned a submarine named *uss Bonita* (SS 165).

Before the United States entered World War I, I was making a trip to Provincetown, Mass., on the old *Dorothy Bradford* when we passed close aboard a submarine named *Bonita*, bound from P-town to Boston.

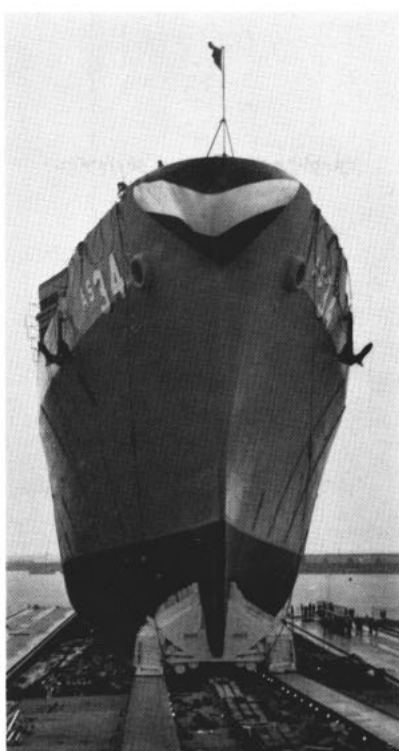
Later I was told she was one of six submarines built for the Chilean navy, but taken over by the United States. If my memory serves me correctly, Great Britain also had something to do with this.

Could the *Bonita* I saw have been the same one you mentioned in October? If so, she was too small to be a fleet submarine.—J. M. Robertson, North Miami, Fla.

• No, the sub you saw couldn't have been the same one, since SS 165 wasn't commissioned until 1926.

Evidently, you saw the old SS 15, which was commissioned as *uss Bonita* on 23 Nov 1909 at Quincy, Mass. Although she was officially redesignated C-4 in 1911, there's a good chance she might have continued to call herself *Bonita* after that.

Altogether there were five "C Boats" commissioned between 1908 and 1910.



**NEW AND TENDER**—Polaris submarine tender, *Canopus* (AS 34) slides down the ways during launching.

On the surface they were designed to sputter along at a racy 10.5 knots, using a gasoline internal combustion engine. Submerged, they were supposed to do nine knots, traveling on battery power.

Whether or not they could actually reach their designed speed was a matter of some doubt, even in the minds of

their builders. According to Fleet Admiral Chester W. Nimitz, who commanded one of *Bonita*'s sister ships, the manufacturer's manual for a C Boat's engines began with a foreword something like this:

"No matter what the designer and the builder may have planned for these engines—and no matter what the operator may try to do with them—THE LAWS OF NATURE WILL PREVAIL IN THE END."

Despite such misgivings the C Boats did pretty well for themselves. Besides *Bonita* they included *Octopus* (C 1), *Stingray* (C 2), *Tarpon* (C 3) and *Snapper* (C 5).

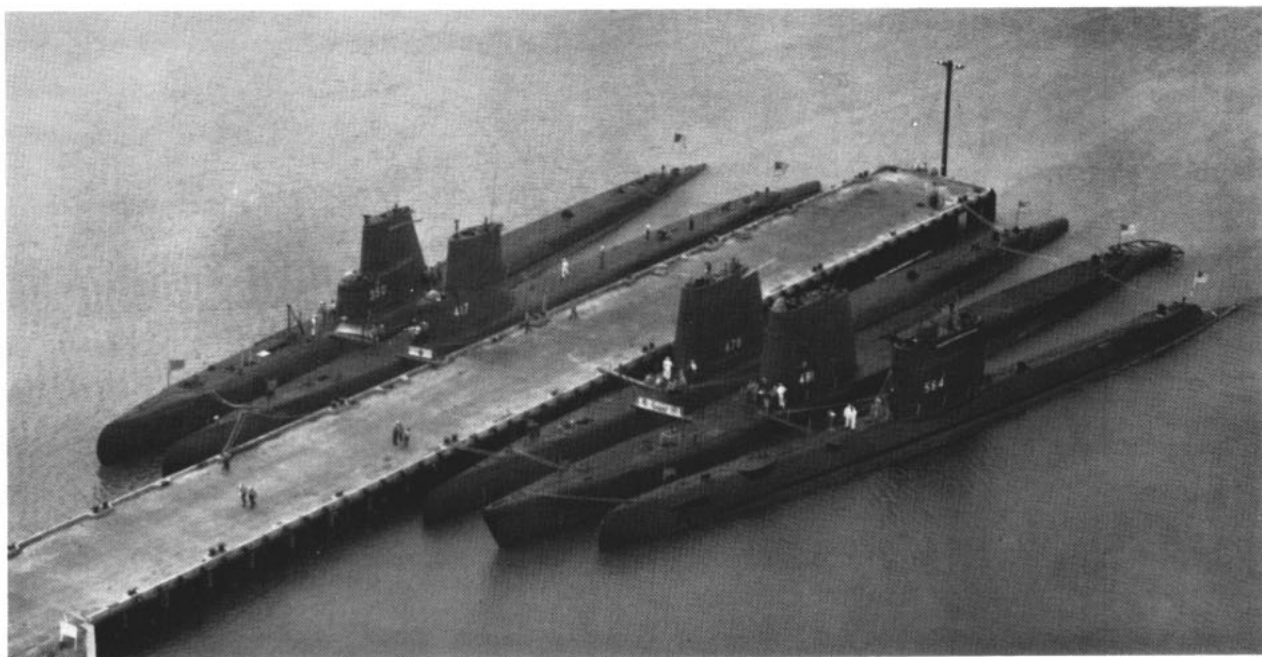
All five of them operated along the East Coast until the spring of 1913, when they were ordered to Guantanamo Bay, Cuba. Later that year, accompanied by several surface ships, they completed a five-day 700-mile passage from Guantanamo to Cristobal, Canal Zone, to set a record for the longest cruise made up to that time by U.S. submarines operating under their own power.

From then on the five spent most of their time operating off Panama. They were all decommissioned at Coco Solo, C.Z. in 1919 and sold on 13 Apr 1920.

So far as we know there was no connection between the C Boats and the government of Chile, but there was a group of six Holland type subs which may be the ones you're thinking of.

These boats were built without armament at the old Fore River yard in 1915. Great Britain, which had ordered them, intended to arm them in Canada and commission them in the Royal Navy as H 13, H 16, H 17, H 18, H 19 and H 20. However, at that time Great Britain was one of the belligerents in

**TAKING A BREAK**—Five submarines moor at Roosevelt Roads, Puerto Rico, after antisubmarine warfare exercises.





**DECKED OUT**—Ex-Navy carrier USNS Croatan is being operated by MSTs for the National Aeronautics and Space Administration to gather information on atmosphere and ionosphere as relayed from missiles fired off ship's stern.

World War I and the United States was still a neutral, so the U.S. government ordered the subs interned at Boston. They were not released until 1917, when the United States entered the war.

At that time Great Britain ceded them to Chile as partial repayment for some Chilean warships, under construction in England, which the British Navy had appropriated after the outbreak of war in 1914. The six subs were commissioned by Chile as Gualcolda, Tegualda, Rucumilla, Guale, Quidora and Fresia.

Does that clear things up?—ED.

#### Only One Geneva ID Card

SIR: During a recent administrative inspection our ship's office received a discrepancy for preparing only one Geneva Conventions Identification Card for each man.

But as I understand BuPers Manual, Article B-2106, only one such ID card will be prepared for naval personnel. If they are captured, they surrender this card to the enemy. The Armed Forces ID Card, DD Form 2N(Active), will be retained by the individual at all times for identification. What do you say?—R. C. M., YN1, USN.

● On the basis of your comments it looks as though you are correct.

The Geneva Conventions of 1949 require that two identification cards be issued to any service member who is liable to become a prisoner of war—that is, if he is stationed anywhere outside the U. S. To satisfy this requirement, each service member on active duty, no matter where he may be, is issued the Armed Forces Identification Card, DD Form 2N(Active) as described in Article B-2103, "BuPers Manual," and when a member receives orders to an overseas station or deploys with a Fleet unit, he is issued, according to Article

B-2106, one Geneva Conventions Card—a total of two cards.

If he is captured, the member surrenders the Geneva Conventions Card to the enemy, and keeps the Armed Forces Identification Card on his person at all times.—ED.

#### Medals Are Not Hereditary

SIR: I have a friend, an active duty Navyman, whose deceased father was a Medal of Honor winner. I have heard some scuttlebutt about his being authorized to wear the medal in honor of his father. If so, when?

Also, is it true a Medal of Honor

rates a salute when worn by an enlisted man?—C. R. O., PN3, USN.

● No to both questions.

Wearing any decorations or medals by persons other than those to whom the awards were given is not only unauthorized but illegal, and the wearer would be subject to fine or imprisonment. This includes the wearing of the Medal of Honor by the next of kin.

As for the saluting . . . we've been through this before. A Medal of Honor—or the medal winner—does not rate a salute. The impression it does rate one probably stems from an old custom in the Army, when the Medal of Honor ceremonies included a regimental or brigade parade. The recipient stood beside the officer receiving the "pass in review" and, with that officer, returned the salutes of the unit commanders as they passed.—ED.

#### Here's Another Slick Claim

SIR: In your January 1965 issue, Seaman D. Urioste of the oiler USS Tolovana (AO 64) said he had unofficial information that his ship had broken the underway replenishment record (previously held by USS Manatee (AO 58) by pumping over 30,000,000 gallons of fuel.

We of the Atlantic Fleet oiler USS Marias (AO 57) also are modest, but we feel we hold the record since we pumped over 40,000,000 gallons of fuel. We also spent 124 days underway, steamed 41,949 miles and refueled 324 ships during a six-month Med cruise. We also dished out 17,935 pounds of mail to various ships.

We are proud of these figures and, in addition to our 40,000,000-gallon record, we also claim title to a record of

**CARRIER CAKE**—Crew members of USS Yorktown (CVS 10) wait for cake baked to celebrate 100,000th arrested landing—made while in western Pacific.



324 ships fueled on a six-month cruise.  
—W. A. Copeland, YN3, USN.

• *Record or not, you must have spent a busy six months in the Med. But one of your oily sisters will, undoubtedly, find something that will top your claim. Still, 40,000,000 gallons . . . And 324 ships . . . It's beginning to get interesting.*—Ed.

#### Foreign Nationals and Promotion

SIR: I am a foreign national in the U.S. Navy and I would like to know where I stand with regard to promotion.

I am an E-6 and participated in the February 1964 examination for E-7. To the best of my knowledge, almost all examination results on foreign nationals at my ship's home port were delayed. I was given to understand that this happened because of our alien status, but no further explanation was given when the supplementary list of results arrived several weeks later.

The latter part of 1964, I read an article somewhere about a PO1 who became a naturalized citizen of the United States. The article mentioned that the PO couldn't have been advanced if he had not become a citizen.

Does this mean that promotions for aliens nowadays are only up to E-6? I hope you will be able to alleviate any doubts in the minds of other aliens as well as those in my own.—M. U. V., SK1, USN.

• *In your case, you can relax. There is no restriction on Navymen in the SK rating who are not U.S. citizens from advancing to E-9.*

Some ratings, however, require access to classified information. The necessity for a security clearance, in some cases, might be a stumbling block to promotion of aliens who are in the following ratings: AC, AE, AG, AO, AQ, AT, AX, CT, DC, DM, DS, ET, FT, GM, IC, IM, JO, LI, MA, MN, MT, OM, PH, PT, QM, RD, RM, SM, ST, TD, TM, YN and AZ.—Ed.

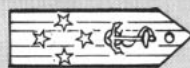
#### Holiday Duty

SIR: Another holiday is coming up at the end of this month, which reminds me that I am still hearing gripes from a surprising number of Navymen about having duty on Christmas Day or being underway on New Year's Day.

I'm not writing this to gripe or to claim a record (there's always someone who has done better), but here's a tale that will give the gripers something to think about.

USS *Richard B. Anderson* (DD 786) returned to port toward the end of this January. This, of course, is not unusual but she got underway on 11 November (Veterans Day) and remained at sea through Thanksgiving, Christmas and well past New Year's.

Now, I like to be home over the holidays just as much as the next guy. Last year I would have been happy just to be in port. However, I wouldn't



## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

*Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters.*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.*

hesitate to take the duty again, especially on a ship like *Anderson*—T. B. S., RM2.

• *It has been said that eternal vigilance is the price of liberty. The Navy, and the other armed forces pay it.*

*We suspect (gripping notwithstanding) that Navymen, as well as other servicemen, consider their vigilance to be a low cost for a nation's freedom.*—Ed.

#### Second Increment Not Penalized

SIR: There is something about this second increment advancement system that has me puzzled. I know the advancement letters say that, for purposes of computing the final multiple of an individual and determining his eligibility for advancement, service in pay grade is considered to be from the first increment (16 May or 16 November).

But BuPers Inst. P1430.7D and BuPers Manual, Article C-7204(3), state that a man must serve a certain number of months on active duty in each pay grade.

As a for-instance, let's say an E-3 takes the test in February 1964 and is advanced in the second increment. In February 1965 he takes the test for E-5 and passes. He will be advanced, but in which increment?

I don't feel that he has served the time in rate required by Article C-7204(3) in BuPers Manual.

In addition, when I first read about this system, I seem to remember some-

thing which said, in effect, that a man could take the test, but he couldn't be advanced until he had spent the required amount of time in rate.

On this basis, would the man be advanced only in the second increment, or would he be eligible to be advanced in either?—R. H. S., PN2, USN.

• *He could be advanced in either the first or second increment depending on his standing with others in his rate.*

*Because the Navy has restrictions on its budget, advancements are authorized in two increments. This means all personnel advanced are, for all purposes except pay, considered to be advanced in the first increment.*

*Therefore, a man who sews on his crow during the second increment can, when he is next eligible, be advanced in the first increment of a subsequent period. In other words he does not need to serve the actual time required by "BuPers Manual".*—Ed.

#### Super Chief Record

SIR: From time to time ALL HANDS has published letters from various Navymen who claimed they made a certain rate in record time. I'd like to add my claim to the roster.

I was a slick armed first class, single hash mark chief, and last November I made E-8 with only 11 years, four months and nine days of military service. At the time I was 30 and one-half years old.

I know the age is no record, but I'll





**OLD ADVANTAGES**—Sails of old submarines provide room for leisure activities not found on new subs, as demonstrated by crewmen of USS Archerfish.

bet the time in service will be hard to beat.—Robert C. Sykes, EMCS (SS), USN.

• *Congratulations, that is definitely pretty quick work. But as for a record . . . we'll see, we'll see.*—Ed.

#### **Sounds Like a Good Deal**

SIR: This is in reference to the Sea Cadet Corps article on page five of the December 1964 issue. The last paragraph reads:

"As long as a cadet remains active in the program he can advance in rating the same as a regular Navyman, and can go into the regular Navy holding the rating he achieves through the program."

This statement is partially erroneous, and might be misconstrued by some Sea Cadets. A Sea Cadet petty officer cannot enter the Navy on a rate for rate basis, and there are other stipulations to be considered.

The following is quoted from the U. S. Navy Recruiting Manual, Art. C-21104:

Members of the Sea Cadet Corps who have reached seaman, fireman or airman cadet status or better, and who are qualified in all other respects for enlistment in the Naval Reserve 2x6 Program, may be enlisted (in the Naval Reserve 2x6 Program) in pay grade E-2 and advanced to pay grade E-3 when they satisfy the following requirements:

- (a) Satisfactorily complete the required practical factors for advancement
- (b) Successfully pass the standard examination for advancement to SN, FN or AN as appropriate
- (c) Complete 14 days of active duty for training as an apprentice.

This is the only applicable provision under which Sea Cadets can be enlisted with what might be termed "advance standing" and, as you will note, it ap-

plies only when the cadet enlists in the 2x6 program. Even if an individual held the rank of petty officer first class in the Sea Cadet Corps (which is the highest enlisted rank obtainable), he would be eligible only for accelerated advancement to pay grade E-3 upon enlisting in the 2x6 program, and then only if he satisfied the requirements stipulated above.

I hope this satisfactorily explains the Recruiting Service position in this matter for all concerned.—J. W. Sobien, CDR, USN.

• *We goofed. Our original source for that article misinterpreted this aspect of the Sea Cadet program, and we let it slip past us. Thank you for your information, which is, of course, correct.*

All is not lost, however, because we were prompted to take a closer look at the Regulations for the Administration of the U. S. Naval Sea Cadet Corps (N.S.C. 1), which in turn rekindled our interest in the program. We wish a similar bit of good fortune on all our readers, for the program is indeed a worthy one from many points of view.

For those who might not know, the U. S. Naval Sea Cadet Corps is a voluntary youth organization, under federal charter, which provides young men 14 through 17 years old with training for the sea service, and helps them develop qualities of good citizenship. (There is also a junior division, called the Navy League Cadet Corps, for boys between the ages of 12 and 14.)

Their leadership is provided by Sea Cadet officers, most of whom are men with commissioned experience in the Regular Navy or Naval Reserve.

The professional requirements for the Sea Cadet training program follow those of the Naval Reserve for advancement up to pay grade E-5.

A cadet receives six months' training in the recruit phase and another six

months in the apprentice phase of his development, five more months of advanced military training, then an additional 15 months of technical training in a specialty area. Actual advancement might come at closer intervals than these steps in training, depending on the individual's performance and the number of petty officer billets open in his division or squadron.

Cadets usually undergo a two-week summer training period, which sometimes includes a cruise aboard a commissioned ship in the operating Fleet.

Further information concerning the program can be obtained from the Naval Sea Cadet Corps Headquarters, Mills Building, Washington 6, D. C.—Ed.

#### **More on Lineal Numbers**

SIR: For us here at Quonset Point, R. I., your article "Lineal Numbers at Pensacola" (December issue) cleared the air on quite a few discussions. But there is still one area in lineal numbers that doesn't make sense. Perhaps you can throw some light on it.

I was commissioned ensign, Aviation Ground Officer, Temporary (AGOT), effective 1 Jul 1956. I later changed my designator to Temporary LDO.

When the Navy decided to do away with the warrant officer program, many WOs were converted to lieutenant status based on their years of service.

Here's what has me puzzled. There are WOs who were serving in a non-commissioned status at the same time I was serving as ensign (commissioned status). They didn't have any previous commissions, yet their names now appear in the officer register senior to mine.

If they had any previous commissioned service, I could understand their seniority. Can you clear this situation as well as you did "Lineal Numbers at Pensacola?"—W. K., LT, USN.

• *We'll sure try. Your situation did seem a little peculiar—until someone in the Bureau took a look at your record. It was found that you were appointed ensign with a date of rank of 2 Jul 1956, not 1 July. And that one day made the difference.*

Here's how it came about. The Secretary of the Navy, in September 1960, directed that a board be convened to select certain warrant officers for Medical Service Corps (MSC) and Temporary LDO. Ranks and dates of ranks were based upon time served as warrant and/or chief warrant.

In addition, the dates of rank of certain officers then serving as LDO or MSC who had previous warrant service were adjusted to reflect that service.

Warrant/chief warrant service up to and including 48 months was credited. However, this adjustment did not exceed an appointment to lieutenant with a 1 Jul 1960 DOR.

Now, the WOs to whom you refer had dates of rank of 1 Jul 1956—that is,

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **uss Reid (DD 369)**—A reunion is planned for this summer. For details, write to Robert T. Sneed, 1537 North 59th St., Milwaukee, Wis. 53208.

• **uss Colorado (BB 45)**—The 20th reunion will be held 2-6 August at the Olympian Hotel, Los Angeles, Calif. For further information, write to Budd A. Bratton, 316 Pine Drive, Mt. Gilead, Ohio.

• **uss Helena (CL 50)**—The fifth reunion will be held 31 July—2 August at Jorgenson's Holiday Inn, Helena, Mont. For details, write to Ray L. Clabaugh, Route 3, Bucyrus, Ohio.

• **uss Block Island (CVE 106)**—A reunion of World War II veterans is scheduled for 29 May, in Boston. For information, write to Albert L. Dulman, 100 Ormond St., Mattapan, Mass. 02126.

• **uss North Carolina (BB 55)**—A reunion will be held in June on board

the ship at Wilmington, N. C. For details, write to Charles Paty, Jr., 2013 Midwood Place, Charlotte 5, N. C.

• **uss Swanson (DD 443)**—A reunion is being planned for Labor Day weekend in Charleston, S. C. For information, contact Jim Cahill, Route 1, Box 70, Mt. Pleasant, S. C.

• **uss Hornet (CV 8 and CV 12)** and Air Groups—The 17th annual reunion is scheduled for 26 June in Philadelphia. For details, write to L. P. White, P. O. Box 67, Bethayres, Pa.

• **uss Sanders (DE 40)**—A reunion for World War II crew members is being planned. For information, write to John J. Pepa, Jr., 189 Alexander Pike, Marblehead, Ohio 43444.

• **uss Rall (DE 304)**—A reunion is being planned for World War II shipmates. Write to Timothy E. Sullivan, 3818 Washington St. Gary, Ind. 46408.

• **uss Montpelier (CL 57)**—A reunion for World War II shipmates is being planned. For details, write to Clinton Wilson, Jr., 39 Coles Court, River Edge, N. J.

• **Lion 8 and Unit D-1**—Veterans of this World War II, Okinawa based outfit who are interested in a reunion

may contact James H. Clark, Jr., Box 727, Elizabethtown, N. C.

• **Naval Armed Guard**—Members who served in **SS Contreras**, **SS David S. Terry**, and **SS William W. Loring** in World War II, who are interested in holding a reunion, may write to A. Allen Ligon, 3084 Stockton St., Richmond, Va.

• **Submarine Veterans**—The second national convention is scheduled for 12-15 August in Groton, Conn. For further details, write to National Headquarters, U. S. Submarine Veterans, Inc., Box 295, Groton, Conn.

• **Third Special Seabees**—The 15th annual reunion is scheduled for the Sheraton-Chicago Hotel, Chicago, Ill., 9-11 July. Write to Robert R. Sabo, 3614 North Greenview Ave., Chicago, Ill. 60613.

• **93rd Seabees**—The 15th reunion will be held 2-4 September at the Pick-Carter Hotel, Cleveland, Ohio. For information, write to Howard Tucker, 25900 Euclid Ave., Euclid, Ohio 44132.

• **Naval Academy Class of 1946**—A reunion is planned for Washington, D. C., 4-6 June, at the Sheraton-Park Hotel. Write to CDR Adam P. Kulik, USN, 1271 North Van Dorn, Alexandria, Va.

they were appointed warrant officers at that time. Since they were credited with 48 months of previous service as warrant officer (or higher), they received a constructive date of rank of Ensign of 1 Jul 1956. As a result, they were placed on the lineal list of officers immediately following all other officers who had been appointed ensign on 1 Jul 1956.

Since your date of rank for ensign is 2 Jul 1956, they become senior to you.

We might do well to point out that, since that initial input in December 1960, there is no authority to credit previous warrant/chief warrant service to those officers commissioned in higher grades. The Bureau of Naval Personnel has received many requests from former

WOs requesting that an adjustment to their date of rank be made to reflect their service as a warrant or chief warrant. The directive which SecNav issued in September 1960 applies only to those who, in December 1960, received a promotion.

Have we sustained your confidence in us?—Ed.

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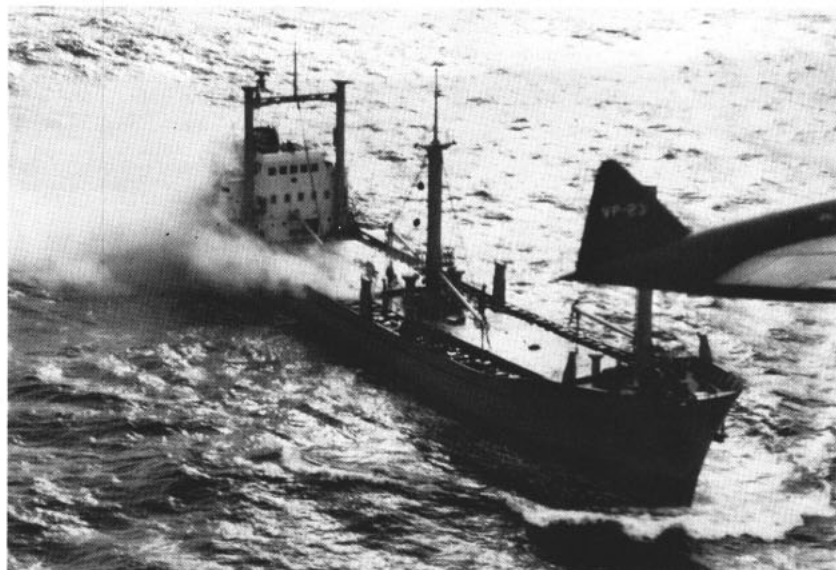
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One year ☐

Two years ☐

Three years ☐

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



BURNING SPANISH ship *Eco Luisa* was aided by PatRon 23 *Neptune* crew, who saw blaze and arranged for dispatch of ships to help extinguish the fire.

## Station No. 6 in Antarctic

Construction of Palmer Station—the sixth United States scientific station now in operation at the bottom of the world—has been completed on Anvers Island, off the coast of Antarctica.

Earlier this year the icebreaker *USS Edisto* (AGB 2), hammering through ice in the Bransfield and Gerlache Straits, set in at Norsel Point on the south end of Anvers Island. She had transported the men, equipment and supplies for the Palmer Station construction project.

The site was formerly a British station, built in 1955 and closed three years later. It is the only U. S. polar station north of the Antarctic circle, and thus the warmest. Winter

temperatures as high as 10 degrees Fahrenheit have been recorded—a sharp contrast to other stations where minus 20 is lightly referred to as a heat wave.

Palmer Station is about 70 miles south of Cape Horn and 1700 miles north of the South Pole. It is about the farthest place south that flowering plants can survive, offering biologists the opportunity to study the effect of harsh weather on plant life.

Five scientists and four Navymen—a radioman, cook, mechanic and corpsman—will winter over there. Probably the last outsiders they will see during their tour are the crew members of *Edisto* which sailed in late February for Boston.

## BUILDERS OF THE NAVY

John A. Dahlgren is called the father of modern ordnance and gunnery with good reason. Before the Civil War began, he had pointed the way to modern practices by establishing a regular system of ordnance workshops, gun-carriage shops, a cannon foundry and an experimental laboratory. He worked constantly for improved weapons and designed a new, reinforced gun breach, advocated the first real sights and urged the rifling of cannon. The Dahlgren gun was a major contribution to the Union naval victory. While others achieved fame in battle, Dahlgren chose to fight with ideas. The Navy still benefits from his choice.



## New Weapons Testing Plant

To test a missile or torpedo, fire it. Unfortunately this is not always practical. You can't use the weapon again, and the test shows only what it can do under the existing environment.

There's another way—put the missile (or torpedo) in a special laboratory and run it through a complete series of tests. This enables you to check it under all types of conditions and environments. And you still have the weapon should you need it.

The Navy has several such facilities—the newest is the Weapons Improvement Laboratory at Forest Park, Ill. It was developed primarily to increase the reliability of the Navy's torpedoes and missiles.

With its equipment (what they have now and what they expect to get in the near future) the new lab simulates both underwater and space type environments.

Most tests take place in a 32-foot walk-in chamber, large enough to accommodate a *Polaris* missile. Equipped to evaluate a fully assembled torpedo or missile, the chamber can simulate all types of conditions—underwater and space environments, and a launch from an aircraft, ship or submarine.

This combined environments chamber also simulates a temperature range of 400 degrees (F), a relative humidity from 20 to 95 per cent and an altitude of zero to 100,000 feet. Another chamber, to achieve authenticity, gives torpedoes a salt water bath during tests.

## Barrier Patrol to Go

The barrier patrol which has been maintained by aircraft and ships since 1957 in the Atlantic and 1958 in the Pacific is scheduled to be abolished by late 1965. The picket lines are seaward extensions of the northern landbound DEW line.

The abolishment of the barrier patrol resulted from the declining nature of the manned bomber threat in the light of recent technological advances.

In the Pacific, the barrier patrol



is maintained by 23 Navy C-121 radar equipped aircraft operating between Midway Island and Adak Alaska, eight radar picket ships (AGRs) and three radar picket escorts (DERs). Commands and units in the Pacific barrier patrol are: Staff, Barrier Force Pacific (home-based in Hawaii); Airborne Early Warning Squadron Pacific (Hawaii); and Airborne Early Warning Detachment, Midway Island. The 11 ships are all home ported in San Francisco.

In the Atlantic, the barrier patrol is maintained between Greenland, Iceland and the United Kingdom by 16 C-121 aircraft, operating from Argentia, Newfoundland, eight radar picket ships and three radar picket escorts. Air units to be disestablished include Airborne Early Warning Squadrons Eleven and Thirteen (Argentia) and an Airborne Early Warning Training Unit at Patuxent River, Md. The AGRs are homeported at Davisville, R.I., and the radar picket escorts operate from Newport, R.I.

A total of 22 radar picket ships, 42 C-121 long range radar aircraft and three C-121 trainers will be inactivated. Four other C-121s will be assigned to other units.

### Denver Makes Splash

Denver is in the water. The new amphibious transport dock ship (LPD 9) was launched recently in Seattle, Wash.

Denver, a Cleveland-class LPD, is 570 feet long with a beam of 84 feet, and will have a full load displacement of 16,550 tons.

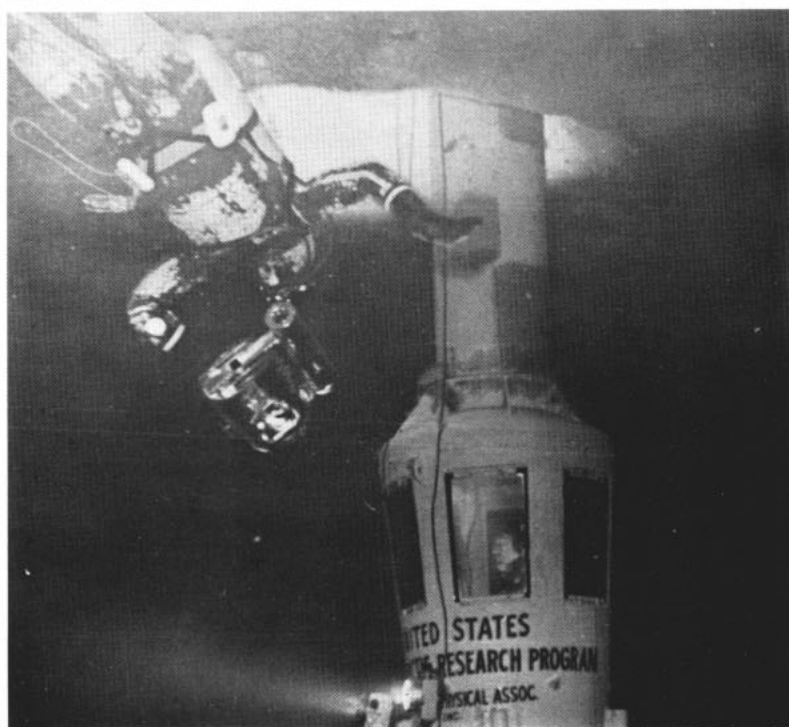
She is one of 10 new LPDs scheduled to join the Fleet between 1965 and 1967. Austin (LPD 4), Ogden (LPD 5) and Duluth (LPD 6) are scheduled for commissioning during 1965.

### George Bancroft Launched

The nuclear powered fleet ballistic missile submarine *George Bancroft* (SSBN 643) was launched at Groton, Conn.

George Bancroft, as Secretary of the Navy from March 1845 to September 1846, was instrumental in establishing the U. S. Naval Academy. Later, he also served as minister to Great Britain and Germany.

With the launching of *Bancroft*, the total of fleet ballistic missile submarines comes to 29 commissioned, five launched but not commissioned and seven under construction.



NAVY LT David Lavelle photographs chamber under 8 feet of ice while scientists take underwater survey of Antarctic marine life.

### It's Getting So a Fella Can't Have Any Privacy

In sharp contrast to the Antarctic continent which supports very little life, the Antarctic sea produces an abundance of food and life. Three scientists of the New York Zoological Society, with the help of several Navymen, have submerged an under-ice observation chamber in McMurdo Sound to study this life.

The device was lowered through a hole in the eight-foot ice shelf. Consisting of a chamber large enough for two observers and a long tube extending above the surface of the ice, it gives the scientists an observation platform 15 to 20 feet below the surface.

Before it was shipped to the Antarctic, the chamber had been tested at Davisville, R. I. But once it had arrived at McMurdo, certain modifications had to be made to let the observers with their heavy cold-weather clothing get in and out easily. Shipfitters from the Public Works Steel Shop spent a little more than two days modifying the escape trunk. And then it took more than eight hours to submerge the

chamber under the ice shelf.

Two D-4 Caterpillar tractors, one rigged with a large boom, a special frame and a winch, were needed to do the work. The two shipfitters were kept busy most of the eight-hour-long project making last-minute modifications to the chamber and hoisting equipment.

First the men lowered the bell portion of the underwater device into the Sound through a hole in the thick sea ice. Then the escape trunk was lowered and attached to the bell.

Lending moral support to the men during the operation, a large Weddell seal surfaced through the ice hole in the early hours of the job. But once the bell had invaded his domain, the seal spent the rest of the time circling it.

Primarily, the zoologists will be concerned with the life of the Weddell seal and his ability to dive as deep as 1500 feet in search of food without any apparent ill effects. Biologists will also use the chamber to investigate other phases of Antarctica's abundant sea life.



**ON THEIR OWN**—Crew members of YF-451 relax in newly decorated mess. Crew donated material, and Pete Hansen, EN1, (standing) donated skills.

### All the Amenities

Taking a clue from reports about the "new look" in both shore and shipboard mess halls in today's Navy, the men of YF-451 decided that the just-off-watch cup of coffee—not to mention those three meals a day—would take on an added something with a bit of face-lifting to the YF's own mess hall.

The YF (covered lighter, self-propelled) is attached to U.S. Naval Torpedo Station, Keyport, Wash.

The lighter is specially designed to handle surface- and sub-surface-launched AUV weapons on the 3D tracking range. However, its crew agreed, it lacked something in mess hall interior decoration.

The call went out to Pete Hansen, EN1, a member of the crew. His 11 shipmates knew that Pete was handy when it came to wood-working and was an artist of some note, too.

The crew donated most of the material and Pete donated his time and his talents to add wood paneling, sliding doors for the television set, a special area for the radio (complete with two speakers), a brick planter with plastic flowers, overhead tile with inset lights, and paintings of seahorses and fish on the entry bulkhead.

The eye-catcher of the entire area is a three-dimensional picture, including a model of the original USS *Constellation* and another early day sailing vessel. The model builder was Ed Weist, SN. Pete's artistic brush furnished the background, in-

cluding rolling surf and a lighthouse.

Although YF-451 operates primarily on the 3D tracking range on Hood Canal's Dabob Bay, it also is capable of handling other assignments.

### Navasota Is a Big Girl Now

USS *Navasota* (AO 106) has been an old Pacific hand since she made her first WestPac cruise in 1946. Since then, she has visited nearly every port in the Pacific or, for that

matter, ports as far afield as those in Saudi Arabia.

*Navasota* has had a share of combat, too. She was in Subic Bay when the Korean hostilities started. Seeing her duty, she operated out of Buckner Bay, Okinawa, and in the Yellow Sea, serving the Fleet and frequently replenishing United Nations merchant ships. She also served as a filling station for the Inchon invasion fleet.

By October 1950, *Navasota* had transferred 47 million gallons of fuel in 407 separate refueling operations.

Early this summer, *Navasota* will again go on a WestPac cruise but to those who have seen her many times before, she will seem bigger.

The eyes of WestPac sailors will not be deceiving them. *Navasota* is indeed bigger. During a year spent in conversion, *Navasota's* midsection was removed and a new 394-foot midsection was inserted, making the oiler 93 feet longer than she was. *Navasota* has been jumboized.

The new midsection was built in Japan and towed some 6000 miles through three typhoons to the United States. At a Seattle shipyard, *Navasota's* bow and stern sections were removed, then re-joined to the new midsection, as was the 190-ton superstructure.

The underwater section of the

**FLAGSHIP USS Mount McKinley (AGC 7)** is fitted for use by chiefs of combined forces. Ship can accommodate Marine and Army personnel, has helicopter deck.



stern was modified by undercutting and the propellers were moved forward to make room for a larger counterbalanced rudder.

The entire conversion increased *Navasota's* petroleum capacity from 115,000 barrels to 150,000 barrels and changed her over-all length from 551 to 664 feet. Her displacement, which was 25,000 tons (fully loaded), was increased to 34,000 tons.

*Navasota* also has the latest design in fueling and replenishment at sea equipment with the addition of kingposts with outriggers, ram tensioned span wires and highlines, electric hydraulic winches, cargo elevators, helicopter pickup area and sliding blocks and cargo drop reels at replenishment stations.

Besides more fuel carrying capacity, *Navasota* also has more space for the stowage of Fleet cargo, bottled gas and Fleet mail. Habitability was improved by air-conditioning all offices and living spaces and installing a new ship's store, library, barber shop and additional laundry equipment.

*Navasota's* new jumbo capacity will not only enable her to top off more ships but she will be faster doing it. In fact, estimates at the shipyard had her completing an average refueling of an aircraft carrier and four destroyers in less than two hours, after which she will have enough fuel left to supply several other task forces before returning to port.

### Kitty Hawk Spruced Up

Dining area may be an unofficial term, but it better suits the remodeled mess decks aboard the attack aircraft carrier *uss Kitty Hawk* (CVA 63). Now, instead of using rectangular tables and backless benches, the crewmembers can relax on contour chairs around four-man tables.

All the tables are topped with a Philippine mahogany patterned laminate, while the chairs, made of pressed fiber glass and wood chips, have a walnut finish. As additional decoration, the bulkheads have 35 color panels, each with three dimensional woodcuts.

Also there were several technical improvements made. Two new refrigerated salad bars were installed, and the chow line areas were reorganized to give faster service.

*Kitty Hawk* is presently undergoing a major overhaul at the Puget Sound Naval Shipyard, Bremerton.

## FROM THE SIDELINES

"I'LL TRY to improve my game," you say. And with a little more effort, your game improves.

Lieutenant Commander R. J. Provencher, of VQ-2, may have said the same thing. And, sure enough, he did something about it—shot this year's first Navy hole-in-one 2 Jan. The feat was performed on the par 3, 192-yard ninth hole at Rota Golf Club, Rota, Spain.

Lieutenant Patricia Johnson, NC, of NAS Memphis, took a bit longer to drop her ace in the hole. On 5 Jan she became the first Navy woman of the year to sink a tee shot. She was also the first female ever to shoot one on the Memphis Navy golf course.

Bowlers have their heydays, too. Chief Yeoman Jack Hampton bowled a 300 game 16 Jan in a local tournament in Alexandria, Va. Hampton had games of 213-211-300-724 in the scratch event, to lead Navy bowlers in 1965 bids for perfect games.

Since then, six other golfers have holed tee shots and seven bowlers have rolled perfect games or 700 series, reports the BuPers Keeper of the Trophies.

★ ★ ★

The BuPers Trophy desk was established in 1954 to award showpieces to those achieving certain athletic feats. The main ones are golf holes-in-one. 300 games or 700 series in tenpin bowling (600 series for Navy women), no-hit, no-run pitching in baseball and a perfect game in softball.

Trophy requirements are:

Golf—hole-in-one on a regulation golf course (one which has no more than five par 3 holes in 18) or on a pitch and putt hole of more than 200 yards. Requests for awards should include the score card, properly attested by playing

partners and the club professional.

Bowling—feats must be accomplished during three-game series. Requests for trophies should include verification by teammates or opponent, and an official of the bowling alley.

Baseball—no-hit, no-run game of nine innings, pitched during regular league or tournament play. Trophy requests should include authenticated score sheet.

Softball—no-hit, no-run game of seven innings, with no man reaching first base, pitched during regularly scheduled game (or tournament play). Requests should also include an authenticated score sheet.

In the event you should become skillful (or lucky) enough to warrant one of these trophies, your request must be forwarded via your commanding officer to Chief of Naval Personnel (Pers G-11).

Now that you have the information, it only remains that you accomplish a trophy-winning feat, and develop a winner's smile to go with it. Go to it, feat first.

★ ★ ★

**M**OST GOLFERS will agree that the place to play golf is in Scotland, and the Navy golfer is no different. A Navy duffer's delight has been opened, with no bunkers or sand traps.

The ground rules are easy, too. Mulligans? You can hit as many balls as you like, and you don't have to walk after your mistakes—they have a machine for that.

Like any good golfing facility, it's open in the evenings until dark.

They call it the Golf Driving Range at U. S. Naval Security Group Activity, Edzell, Scotland. Now they're going to work on the next 18 holes.

—Kelly Gilbert, JO2, USN



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **VIET VOLUNTEERS**—The Navy is looking for lieutenants and lieutenants (junior grade) in designators 1100/1105 who will volunteer for a one-year unaccompanied tour in South Vietnam.

Officers having shiphandling or small boat experience are especially needed. Reserve officers with insufficient obligated service to complete a 12-month tour in the area must indicate their agreement to extend.

Applications should be submitted to the Chief of Naval Personnel (Pers B113) and must be accompanied by a recommendation from the volunteer's commanding officer.

• **MONTHLY ADVANCEMENTS** — You may have a better chance of sewing on that new crow sooner with the Navy's new advancement system. Beginning this May, advancements will be authorized on the 16th of each month.

Although the two increment per advancement cycle was better than the one per test series, it still didn't prove to be satisfactory. The Navy could not keep its personnel strength up to maximum. With the limited number of petty officers which the Navy can have and with the ratings and numbers always changing, the Navy could not always advance the maximum number of personnel.

With this new six increment per advancement cycle, the Navy hopes to lessen these undesirable effects. Beginning with the February 1965 exam series, E-4 through E-7 personnel on active duty will be advanced over a six-month period. (E-8 and

E-9 personnel are not affected.) Here's how it will work:

### February Series Examinations

16 May	1st Increment
16 June	2nd Increment
16 July	3rd Increment
16 August	4th Increment
16 September	5th Increment
16 October	6th Increment

### August Series Examinations

16 November	1st Increment
16 December	2nd Increment
16 January	3rd Increment
16 February	4th Increment
16 March	5th Increment
16 April	6th Increment

Your final multiple standing will determine in which increment you will be advanced. This means the highest final multiples will be advanced in the first increment and then in descending order in later increments. Every effort will be made to authorize the maximum number of advancements in each cycle as early as possible.

Regardless of what month you were advanced, your final multiple and eligibility for advancement to the next higher pay grade, if you took the February exam, will be determined as if you were advanced on 16 May. If you took the test in August, you will be considered advanced on 16 November.

Approximately the first of April (or 1 October for August exams) the Naval Examining Center will issue a rating advancement letter. It will contain advancement authority for all

increments, a list of personnel who passed the exam but were not advanced, and a list of those who failed the exam.

If you were not authorized to be advanced on this first letter, don't give up hope. The Exam Center will publish four addendums to the rating advancement letter containing results of late examinations and additional authorizations for advancement. They will be published as follows:

Addendum 1—25 April/25 October  
Addendum 2—15 May/15 November  
Addendum 3—1 June/1 December  
Addendum 4—26 June/26 December

The third addendum will contain authority for striker designation.

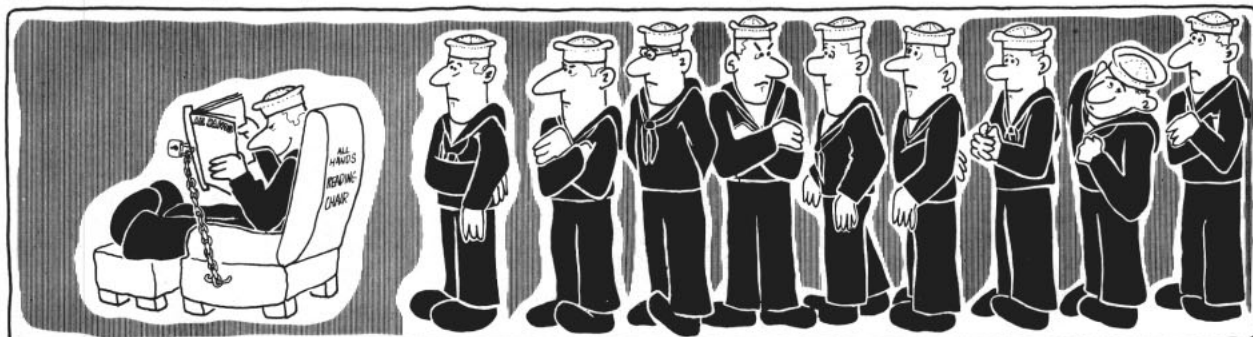
If you take a late examination and for some reason it is not graded until after the fourth addendum is published, the Exam Center will notify your command of your results by speed-letter.

• **SEAVEY B-65** — Navymen who fulfill the requirements listed below are eligible for Seavey B-65. To be eligible, they must:

- Be in an on-board-for-duty status;
- Be in a rate eligible for Seavey B-65 (see list below);
- Have commenced a continuous tour of sea duty on or before the date specified in the list below;
- Have an active duty obligation to September 1967.

Rotation data cards will be made out for men in ratings formerly identified as Segment Two who are serving on overseas service or toured sea duty and who complete their tours during June through September of this year. The cards for these men should have "OST EARLY SUBMISSION" written in block 11 in addition to the information required by the *Enlisted Transfer Manual*.

In the past, desirable overseas billets have been filled by Navymen



**YOU'RE SITTING PRETTY**—Fine, but please don't forget the other nine. They want to read **ALL HANDS** Magazine too.

who are not eligible for Seavey because of a lack of volunteers for overseas service among those recorded in Seavey.

Assignment to overseas service through Seavey procedures will only be made to locations where dependents are normally permitted.

The following is a list of Sea Duty Commencement cut-off dates for Seavey B-65:

Rate	Date	Rate	Date
BMCN	Apr 63	FTCM	Nov 62
BMCN	Apr 63	FTCS	Apr 63
BMC	Jul 61	FTC	Apr 62
BM1	Dec 58	FTG1	Jan 62
BM2	Oct 57	FTG2	Jun 61
BM3	Mar 58	FTG3	Jan 60
BMSN	Mar 58	FTGSN	Jan 60
QMCN	Dec 62	FTM1	Jun 61
QMCN	Apr 63	FTM2	Jun 61
QMC	Jul 61	FTM3	Dec 59
QM1	Oct 59	FTMSN	Dec 59
QM2	Oct 59	MTCM	Apr 63
QM3	Jul 60	MTCN	Apr 63
QMSN	Jul 60	MTC	Apr 63
SMCN	Mar 62	MT1	Apr 63
SMCS	Oct 61	MT2	Mar 62
SMC	Dec 61	MT3	Oct 62
SM1	Jun 58	MTSN	Oct 62
SM2	May 58	MNCN	Jun 62
SM3	Mar 58	MNCS	Apr 63
SMSN	Mar 58	MNC	Jun 62
RDCN	Aug 61	MN1	Aug 62
RDCS	Jul 61	MN2	Sep 62
RDC	Apr 61	MN3	Dec 62
RD1	Dec 59	MNSN	Dec 62
RD2	Oct 59	ETCM	Apr 63
RD3	Sep 60	ETCS	Apr 63
RDSN	Sep 60	ETC	Apr 63
STCN	Nov 61	ET1	Apr 63
STCS	Sep 61	ETN2	Dec 62
STC	Sep 61	ETN3	Dec 62
ST1	Sep 61	ETNSN	Dec 62
STG2	Jan 62	ETR2	Dec 62
STG3	Jun 61	ETR3	Dec 62
STGSN	Jun 61	ETRSN	Dec 62
STS2	Jan 62	DSCN	Dec 62
STS3	Jan 61	DSCS	Dec 62
STSSN	Jan 61	DSC	Apr 63
TMCN	Apr 63	DS1	Apr 63
TMCN	Apr 63	DS2	Apr 63
TMC	Oct 61	DS3	Apr 63
TM1	Jul 61	DSSN	Apr 63
TM2	Jun 60	IMCN	Dec 62
TM3	Sep 60	IMCS	Mar 61
TMSN	Sep 60	IMC	Mar 61
GMCN	Apr 63	IM1	Dec 61
GMCS	Apr 62	IM2	Mar 60
GMMC	Jun 61	IM3	May 60
GMM1	Jun 61	IMSN	May 60
GMM2	Jan 59	OMCN	Jul 62
GMM3	Mar 60	OMCS	Jul 62
GMMSN	Mar 60	OMC	Nov 61
GMTN	Apr 63	OM1	Dec 60
GMT1	Dec 62	OM2	Dec 60
GMT2	Dec 62	OM3	Dec 60
GMT3	Dec 62	OMSN	Dec 60
GMTSN	Dec 62	RMCM	Mar 63
GMGC	Aug 61	RMCS	Apr 63
GMG1	Dec 58	RMC	Jun 62
GMG2	Dec 58	RM1	Jun 61
GMG3	Dec 59	RM2	Dec 61
GMGSN	Dec 59	RM3	Dec 62

RMSN	Dec 62	LICM	Mar 62	IC3	Oct 62	EOH3	Apr 63
YNCM	Apr 63	LICS	Sep 62	ICFN	Oct 62	EOHCN	Apr 63
YNCS	Apr 63	LIC	May 62	SFCM	Jan 60	EON2	Nov 62
YNC	Feb 63	LI1	Nov 60	SFCS	Dec 59	EON3	Nov 62
YN1	Feb 63	LI2	Aug 61	SFC	Oct 59	EONCN	Oct 62
YN2	Apr 63	LI3	Dec 62	SF1	Apr 58	CMCM	Apr 63
YN3	Apr 63	LISN	Dec 62	SFM2	Dec 59	CMCS	Apr 63
YNSN	Apr 63	DMCM	Apr 63	SFM3	Sep 60	CMC	Dec 61
CYN3	Apr 63	DMCS	Apr 63	SFMFN	Sep 60	CM1	Mar 61
CYNSN	Apr 63	DMC	Apr 63	SFP2	Nov 57	CMA2	Dec 60
PNCN	Apr 63	DM1	Apr 63	SFP3	Sep 60	CMA3	Oct 62
PNCN	Apr 63	DM2	Apr 63	SFPFN	Sep 60	CMACN	Oct 62
PNC	Apr 63	DM3	Apr 63	DCCM	Dec 62	CMH2	Dec 60
PN1	Apr 63	DMSN	Apr 63	DCCS	Dec 62	CMH3	Oct 62
PN2	Apr 63	MMCM	Feb 60	DCC	Nov 61	CMHCN	Oct 62
PN3	Apr 63	MMCS	Mar 60	DC1	Jan 59	BUCH	Jul 62
PNSN	Apr 63	MMC	Dec 59	DC2	Dec 58	BUCN	Apr 63
SKCM	Apr 63	MM1	Oct 57	DC3	Sep 61	BUC	Jul 62
SKCS	Dec 62	MM2	Mar 59	DCFN	Jun 61	BU1	Feb 62
SKC	Jul 61	MM3	Dec 61	PMCM	Oct 60	BUL2	Jul 60
SK1	Aug 61	MMFN	Dec 61	PMCS	Oct 60	BUL3	Oct 62
SK2	Feb 61	ENCM	Apr 60	PMC	Oct 60	BULCN	Oct 62
SK3	Apr 62	ENCS	Jun 59	PM1	Oct 60	BUH2	Jul 60
SKSN	Apr 62	ENC	Aug 60	PM2	May 59	BUH3	Oct 62
DKCM	Dec 62	EN1	Feb 58	PM3	Jun 60	BUHCN	Oct 62
DKCS	Jun 62	EN2	Jul 58	PMFN	Jun 60	BUR2	Jul 60
DKC	Dec 62	EN3	Sep 61	MLCM	Jun 61	BUR3	Oct 62
DK1	Apr 62	ENFN	Sep 61	MLCS	Jun 61	BURCN	Oct 62
DK2	Oct 61	MRCM	Nov 61	MLC	Jun 61	SWCM	Nov 62
DK3	Apr 63	MRCN	Nov 61	ML1	Jun 60	SWCS	Nov 62
DKSN	Apr 63	MRC	Apr 62	ML2	Mar 58	SWC	Aug 60
CSCM	Dec 61	MR1	Mar 60	ML3	Mar 61	SW1	Jul 59
CSCS	Dec 61	MR2	Oct 61	MLFN	Mar 61	SWE2	Dec 59
CSC	Dec 60	MR3	Dec 61	EACN	Oct 62	SWE3	Oct 62
CS1	Sep 60	MRFN	Dec 61	EACS	Apr 63	SWECN	Oct 62
SC2	Jun 61	BTM	Nov 59	EAC	Dec 62	SWF2	Dec 59
CS3	Mar 62	BTCS	Jan 60	EA1	Oct 62	SWF3	Oct 62
CSSN	Mar 62	BTC	May 59	EAD2	Oct 62	SWFCN	Oct 62
SHCM	Apr 63	BT1	Dec 57	EAD3	Oct 62	UTCM	Apr 63
SHCS	Apr 63	BT2	Jan 57	EADCN	Oct 62	UTCS	Apr 63
SHC	Apr 63	BT3	Sep 60	EAS2	Oct 62	UTC	Mar 62
SH1	Dec 58	BTFN	Sep 60	EAS3	Apr 63	UT1	Mar 61
SH2	Dec 56	BRM	Feb 60	EASCN	Apr 63	UTA2	Jun 60
SH3	Dec 56	BRCS	Apr 60	CECM	Apr 63	UTA3	Dec 60
SHSN	Dec 56	BRC	Jan 59	CECS	Apr 63	UTACN	Dec 60
JOCN	Apr 63	BR1	Apr 59	CEC	Dec 61	UTB2	Jun 60
JOCN	Apr 63	EMCM	Sep 62	CE1	Dec 61	UTB3	Dec 60
JOC	Apr 63	EMCS	Sep 61	CEP2	Mar 62	UTBCN	Dec 60
JO1	Apr 63	EMC	Aug 60	CEP3	Oct 62	UTP2	Jun 60
JO2	Apr 63	EM1	Sep 58	CEPCN	Oct 62	UTP3	Dec 60
JO3	Apr 63	EM2	Sep 59	CES2	Feb 63	UTPCN	Dec 60
JOSN	Apr 63	EM3	Jun 62	CES3	Oct 62	UTW2	Jun 60
PCCN	Dec 62	EMFN	Jun 62	CESN	Oct 62	UTW3	Dec 60
PCCS	Dec 62	ICCM	Aug 62	CET2	Dec 62	UTWCN	Dec 60
PCC	Jan 62	ICCS	Aug 62	CET3	Oct 62	SDCM	Apr 63
PC1	Dec 61	ICC	Apr 61	CETCN	Oct 62	SDCS	Apr 63
PC2	Aug 61	IC1	Mar 60	CEW2	Mar 63	SDC	Nov 62
PC3, PCSN	Aug 61	IC2	Apr 60	CEW3	Apr 63	SD1	Aug 60
				CEWCN	Apr 63	SD2	Feb 60
				EOCM	Apr 63	SD3	Jun 59
				EOCS	Apr 63	TN	Dec 61
				EOC	Jun 62	NEC	Date
				EO1	Sep 61	1143	Oct 63
				EOH2	Apr 63	1144	Oct 63



"Shall I let him go now, Chief?"

The list of Navymen on Seavey B-65 will not be available at the Bureau of Naval Personnel until June. Therefore inquiries should be deferred until that time.

Orders for Seavey B-65 will be issued from June through September directing transfer in October 1965 through January 1966.

# THE BULLETIN BOARD

## Good Advice for the Navyman on the Subject of Retirement

**S**O YOU'RE PLANNING to retire soon? One of the Navy's experts on military retirement has revealed some figures that will interest you and, at the same time, help you make your plans.

Only about four per cent of the Navy and Marine Corps personnel leaving the service after 20 years actually retire. The rest get jobs—some because they want to, but most because they still have children to support and educate.

This fact was reported by Captain Frederic A. Wyatt, a Naval Reserve officer on "appropriate duty" orders. He is Chairman of Operation Highline—A Bridge to a Second Career, and is sponsored by the Bureau of Naval Personnel, the Marine Corps headquarters, and the Navy League.

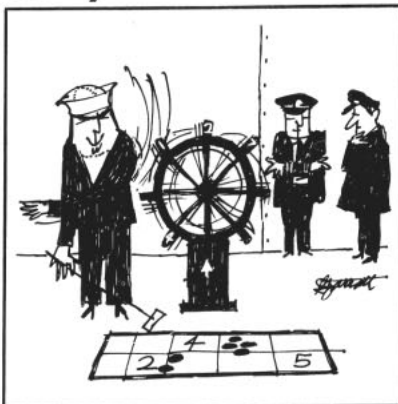
For the majority who want or need a job, it is recommended that you consciously plan your second career, rather than merely talking about it. The average military retiree's biggest problem is that he doesn't decide what to do soon enough.

Begin working toward your goal at least two years before you leave the service. You'll find that by taking a more active part in civilian social and recreational affairs, you will have made an important part of this preparation.

About 56 per cent consider first where they want to live. Another 22 per cent put pay first. Only the remaining 22 per cent think first about what they can or want to do. This reverse priority results in considerable and needless shifting around after men re-enter civilian life.

Interviews are critical. Go in civilian clothes, and dress on the level of the interviewer. It goes without saying that you should be mentally and physically alert. If you have questions, ask them. The interview should be on even terms; it's a time for you to find out as much as the prospective employer.

When you fill out an application for employment, write "open" in the salary requirement space. Later,



"Coznowski does have a good business head on him."

when you and the employer are ready, you can work out an agreement on this. The average enlisted man starts between \$6000 and \$8000 in his second career. Only 20 per cent of the officers start above \$10,000.

The best times to look for a job are between January and June, and between September and the middle of November.

About 25 per cent of the military careerists with college degrees wind up in the education field. Many without degrees also enter this field, but usually in private schools. Insurance, real estate and mutual funds attract many, but few stay.

If you look carefully at the job market, you can usually turn up many good jobs in a generally overlooked field—religion, for example. Some 15,000 new jobs are offered



"I am the ship's barber."

yearly by one denomination alone. These are in hospitals, colleges, administration, news media and lay work.

More and more people are going into business for themselves. But remember, only about one-third of new businesses succeed. Even if you are going with an established business, you should check it out thoroughly, because its future will be yours.

Because one-third of the military retirees have chosen California as their place of retirement, they face greater competition for jobs. The second greatest concentration is the Virginia and District of Columbia area. New York-New Jersey is third, trailed by Florida (some surveys put Florida in second place). Texas, with its growing space industry, is fifth.

When it comes time for your retirement, don't worry about your age. Age is not the big factor that many people think it is. Your skills and acquired experience are far more important. Often they are worth more to an employer than a formal education. The average enlisted man is about 42 years old and the average career officer about 45 when they end their military careers.

One of the best tools in finding a job is a good resumé. You should write one personally. Think hard, write tight, say what you have to, and then stop. You should hold it to one or two pages and change it for each situation. Don't mass produce resumes or let someone else do it for you.

Try to line up jobs within about 120 days of leaving the service. And try to have all your job offers coming in to you about the same time so you will have a choice.

Those who accept their first and only offer usually keep that job about 18 months. The men who had two choices remain about three years. With three or more choices, job tenure averages five years or more.

If you start planning your retire-



ment now, you can step into your second career with a minimum of last-minute detail.

## Restraint in Your Overseas Spending Holds High-Level Financial Implications

Every Navy family that has gone overseas since 1960 has been either directly or indirectly affected by the U.S. balance of payments deficit, better known as the outflow of gold. This state of affairs may be expected to continue into the future.

If you're unfamiliar with the subject, don't let the connotations of high finance snow you. A balance of payments exists when the U.S. money spent overseas equals the foreign currency accumulated by the U.S. A deficit in the balance of payments occurs when the flow of dollars out of the U.S. exceeds the flow of foreign currency into the U.S. thus creating a drain on our gold reserves.

Say, for instance, you were stationed in Yokosuka and exchanged \$100 U.S. for Japanese yen. That \$100 would eventually be combined with other U.S. money and presented to the United States for exchange. If the U.S. had enough yen (or, in a larger sense, any foreign currency) to cover the U.S. dollars, the gold reserves would not be affected. Otherwise, the U.S. would be forced to exchange the dollars for gold . . . causing a deficit in the balance of payments and reducing the gold in the U.S.

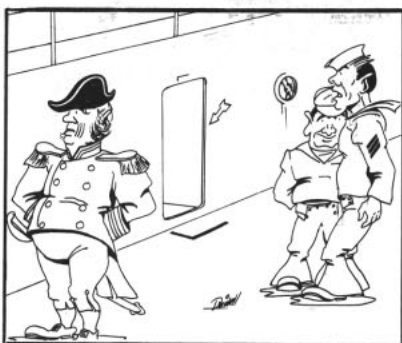
If the deficit became large enough to seriously deplete gold reserves foreign governments would distrust U.S. dollars, and a run on the remaining gold might result.

To avoid such financial hot water, the U.S. must keep a close watch on the overseas pocketbook. Here the Defense Department plays a large part.

The Navy's part in curbing the outflow of gold includes:

- A drive to encourage each Navyman, government employee, and dependent abroad to reduce his (or her) expenditures on the foreign exchange by \$100 per person per year. This is usually done by voluntary savings programs totaling about \$100 per person per year.

- Revising non-appropriated fund activity regulations to permit overseas exchanges to sell as many U.S. goods as possible. Since 1960 many



"Well, yes, some people do consider the skipper a little old fashioned."

U.S.-made articles, previously not available in overseas exchanges, have been included in the stock.

- Hiring servicemen's dependents for full-time jobs in non-appropriated fund activities and servicemen for after hours part-time work wherever possible.

You and your family can help by purchasing only those foreign goods which:

- Are sold in exchange outlets or other approved U.S. military operated resale activities. (Such purchases, while benefiting the foreign economy, serve to protect the U.S. gold balance.)

- Are required for your use or that of your household incident to overseas duty, and if a reasonable substitute cannot be procured from an exchange outlet or from the U.S.

Expenditures not covered by the two above categories should not exceed a total cost of \$100 each year for each shopper.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Instructions and Notices.

### Alnavs

No. 7—Invited the views of uni-



"Slip knot again, Dear?"

formed personnel and civilian employees concerning government military and civilian pay.

No. 8—Announced approval by the President of the report of selection boards that recommended TAR officers for promotion to the grades of commander and captain.

No. 9—Announced that the Comptroller General's office had extended to 1 Jun 1965 the effective date for stopping credit of submarine pay on a continuing basis to certain members of operational staffs.

No. 10—Extended to 31 May 1965 the period during which contributions to the Navy-Marine Residence Foundation Endowment Fund may be made.

No. 11—Requested qualified volunteer officers for a 12-month unaccompanied tour in South Vietnam. Officers with shiphandling or small boat experience are especially desired.

### Instructions

No. 1130.4H—Provides instructions relative to enlistment in the Regular Navy, or continuation on active duty, of Naval Reserve personnel already serving on active duty.

No. 7220.50 (SecNav)—Describes additional procedures in connection with applications for movement of house trailers at government expense.

### Notices

No. 1440 (25 February)—Described revised qualifications for advancement in the FT rating.

No. 1306 (1 March)—Announced the sea duty commencement cut-off dates which establish the eligibility of enlisted personnel for Seavey B-65.

No. 1418 (3 March)—Described the advancement procedures for active duty enlisted personnel participating in the February 1965 and later Navy-wide examinations.

No. 1510 (15 March)—Announced the names of those active duty enlisted personnel who have been provisionally selected by the NESEP Selection Board for entrance into the program.

No. 7300 (17 March)—Advised of pending issue of a revised Travel Information Card (NavPers 2850) for use with permanent change of station moves during fiscal year 1966.

No. 5120 (23 March)—Described requisitioning procedures for ordering Treasury Department Savings Bond promotional material.

## Exotic Morocco Offers the Navy Family Interesting Duty

IF, LIKE *Webster's Dictionary* you're Morocco bound, you have a treat coming. For you will find Morocco a country of infinite variety, from the southern California-like weather of the coastal regions to skiing weather in the Atlas Mountains. From sleek western cars to donkeys carrying huge burdens topped by the owner. From the western dress of the cities to the blue-veiled desert Tuaregs.

Morocco is also a land which contains a mixture of most Mediterranean cultures for it has seen, over the years, wave after wave of tribes and races—Phoenicians, Romans, Vandals, Goths, Byzantines, Arabs and Europeans. Each brought with him his language, his customs and his religion. However, only the Arabian and European civilizations had a lasting effect on the nation.

Morocco today is a constitutional monarchy with an elected bicameral legislature. All executives of the government are appointed by the King.

U. S. Naval Activities, Morocco is located several miles from the mouth of the Sebou River on the Atlantic side of North Africa. The Navy has been in Kenitra since the first landings of the 1942 North African campaign. At present, the Navy has closed down its activities in Kenitra and is a tenant aboard a base of the Moroccan Army where it is training Moroccan military personnel in technical aspects of modern base operations.

The primary mission of U. S. Naval Activities, Morocco, however, is to support all naval forces under the command of CINCUSNAVEUR and provide communications links between the United States and naval ships and stations operating in the Eastern Atlantic, European and Mediterranean area.

The naval activities in Morocco include; Staff, Commander U. S. Naval Activities, Morocco; U. S. Naval Air Facility, Kenitra; U. S. Naval Communication Station, Sidi Yahia, Morocco and U. S. Marine Barracks.

Navy men and their families coming to Morocco will become well acquainted with the city of Kenitra. It is located about two miles from the entrance of the base and it is the country's third largest seaport. About 185,000 people live there, about 5000

of whom are Europeans. In the European section of the city, the atmosphere is very much like any northern Mediterranean city with modern hotels, sidewalk cafes, bars and restaurants. If you aren't assigned housing on board the base, this is where you will live.

### Housing

Fortunately, there is no longer a housing shortage. Although there isn't enough base housing to go around, married men almost invariably find a place to live either in Kenitra or Medhia Beach five miles away on the Atlantic Coast and just south of the mouth of the Sebou River. There is also housing at Sidi Yahia and Bouknadel.

When you arrive, you will probably live in one of several acceptable hotels. You will pay from four to 15 dollars a day for your accommodations (depending on your family size) with your food bills in addition. Some hotels include a continental breakfast (rolls, marmalade and coffee) in the price of the room.

To keep you from going broke, you are authorized a temporary living allowance (TLA) from 14 to 21 dollars a day which is paid until you execute a rental contract or your household goods arrive—whichever comes first.

The TLA can be extended for a maximum of 60 days however, if circumstances warrant. As soon as your temporary living allowance ceases, you begin receiving a cost of living allowance which fluctuates according

to local conditions, your rate and the number of your dependents.

Most houses in Morocco are built of concrete blocks and covered with plaster. You will find some variation to this pattern at Medhia where about 30 per cent of the houses are built of wood.

If you like apartment-type living you will have a wider choice of quarters, for about 80 per cent of the dwellings available are apartment units. The remainder are villas. Three-fourths of the apartments have only one bedroom, however. Twenty per cent have two bedrooms and five per cent have three. The villas usually have two or three bedrooms.

None of the houses and apartments in Morocco have central heating and some heat is necessary during the winter months. Since electricity is too expensive for heating purposes, most people use portable kerosene stoves which can be bought from the Navy Exchange Store.

In the older apartment buildings, hot water is available only in the bathroom—not in the kitchen, and, in the bathroom, you have a choice of getting into hot water either as a shower or a tub—rarely both. Tubs are in the majority.

You can expect to pay from 40 to 60 dollars for one bedroom, 50 to 80 dollars for two and 70 to 150 dollars for three bedrooms. Utilities average about 22 dollars a month plus heating costs.

Almost all housing available is rented unfurnished. Even houses that are nominally furnished leave much to be desired, so you would do well to bring what you have including refrigerators and ranges (butane, not electric) and other kitchen appliances.

Your household goods won't be shipped until you have made housing arrangements or entry approval of dependents has been established. It usually takes about 45 days for your shipment to arrive in Kenitra and it must be delivered to you immediately because there are no storage facilities available.

You will do well to make full use of your hold baggage or express shipment allowance to bring such necessities as pots, pans, coffee pot, cooking and table utensils, hot plate, linens, seasonal clothing, stroller and the like.

The Navy Wives Club loans some



"Main control reports they're having a little trouble with starboard engine, Sir."

items (linens, blankets, cribs, cooking and table utensils) in the form of a hospitality kit. These, however, are issued on a first come, first served basis and there are only enough for a few new arrivals at a time.

Most houses in Morocco have terrazzo floors which are nice in the summer time but are cold in the winter and always hard. You will find life more pleasant if your terrazzo is covered with a soft rug. You can buy fine rugs in Morocco but they are not cheap. If you have them, bring them and take a chance on finding a house with the right room sizes.

Local furniture is also available but it is designed for Morocco tastes. Some used furniture is available periodically when Americans leave the station but it sells for a price you might be unwilling to pay.

About the only things you might consider leaving in storage when you leave the States are delicate items and your most valuable pieces.

The electric current in Kenitra is 50 cycle which means you will have to use a converter on record players and other motor-driven appliances. You may find such appliances don't work so well as long as you live in Kenitra housing but bring them along anyway for the day you move on to the base.

Your TV set, if you bring it, should be convertible to European TV signals.

So much for off-the-base housing. On-base housing is assigned on a priority basis dating from the time you apply for housing and your time in service, so the sooner you get your name on the list at the Housing Board Office the better.

There are 138 housing units aboard the U.S. Naval Air Facility for enlisted families and 81 units for officers. On-base housing falls into two classes—billet and rotational. Billet houses are usually permanent type units built of masonry and equipped with central heating. They are reasonably well furnished and have a refrigerator, electric range, beds, mattresses, pillows, some rugs and venetian blinds.

If you are entitled to billet quarters, you should bring linens, household appliances such as toasters, mixers, irons and vacuums, but not electric dryers, air conditioners and other appliances which would place a heavy power load on base facilities. Happily, base electricity is the



"Fine toss, Seaweed, now just learn to hold on to the end!"

same as U. S. current so your record player and electric clocks will again begin functioning as they should.

The rotational housing for married enlisted men consists of Homoja type (half) quonsets. They have two small bedrooms, a kitchen alcove and a combination living-dining room. Space heaters are provided for heating. Some officer rotational and base billet housing is also quonset type and there are some converted barracks buildings in use.

The convenience of base facilities is considered one of the biggest advantages of rotational housing, and there is usually a 12-month wait before it becomes available. When you move on the base from off-station housing, you will lose your quarters allowance but you will still be eligible for overseas station subsistence allowance.

### Radiation Protection

A Radiation Health Protection Manual (NavMed P-5055) has been published by the Navy's Bureau of Medicine and Surgery. The manual outlines a health protection program for Navymen who work near radioactive materials.

The health program will be followed during peacetime by all commands possessing or using sources of ionizing radiation. A few of the subjects covered are: radiation protection standards (with lists of maximum permissible dosages), exposure records, dosimeters, radiation monitoring, and an appendix with applicable reporting forms.

Bachelor officers will live in the junior BOQ. The BOQ has a barber shop, reading lounge and sundecks. The senior BOQ houses the Officers' Club and wardroom and is also used for quartering visiting personnel.

The enlisted barracks are permanent masonry cubicle type.

### Shopping

Shopping isn't difficult. There is a main retail store on the base which carries all the necessary items for everyday living. It also carries such goods as refrigerators, stoves, washing machines, deep freezers, hi-fis and other major appliances.

The Ladies' and Children's shop which is also on the base carries an assortment of sizes and a selection of styles in dresses, lightweight coats, jackets, skirts, sweaters, blouses and other external wear for women and children.

Undergarments are also stocked as are several miscellaneous items. Anyone requiring clothing in very large or very small sizes will probably have to depend on other sources to a great extent and everyone arriving in Morocco would be wise to bring along an initial supply of clothes and depend on the base stores for replacements only.

The shoe shop on the base carries shoes for the whole family but, again, bring along as many children's shoes as you can. If your child requires special shoes or particularly narrow widths, you may have to order them from the States.

The commissary store is comparable to any good-sized supermarket at home. It carries everything—canned, fresh or frozen and brands you are accustomed to seeing on your own grocer's shelves at home.

There is even a newsstand where you can buy the *Stars and Stripes*, the Paris editions of the *New York Times* and the *New York Herald Tribune* (one or two days late), pocket books and U. S. magazines.

The base also provides a complete set of services—a laundry and dry-cleaning plant which offers 36- to 48-hour special dry-cleaning service or 72-hour normal service.

You can have your shoes repaired or your clothes altered at the cobbler and tailor shops. Your wife can have her hair done in the air-conditioned beauty salon. There are two barber shops in the recreational building and the junior BOQ.



If your radio or any small appliance cuts out on you, there is a shop for making minor repairs and adjustments and you can go to the Country Store to pick up outdoor living, picnicking or do-it-yourself items while you are getting your gas tank filled.

U. S. currency is used on the base and Moroccan dirhams are the only authorized currency ashore in Morocco. Moroccan dirhams can be purchased with dollars at the American Express Company banking facility on the base at the official rate of five to one. Any payments outside Morocco should be made by money order or bank check—a checking account in the bank back home would be handy for the latter.

There has been a 35-bed station hospital since late 1954 with facilities for inpatient care and outpatient care. Medical, surgical, pediatric and obstetrical services are available.

Dental care is also available to military personnel. Dependents are taken on an appointment basis and their chances depend upon the workload.

## Education

Schools for U. S. dependents in Kenitra are patterned after leading schools in the United States but not after any particular system. A conscious effort is made to recruit the highest caliber teachers from all sections of the nation and this has resulted in a U.S. education system transplanted in Morocco which is comparable to that of some of the better schools at home.

The high school curriculum is basically college preparatory but it does include business education and a number of electives. There is a physical education program for all grades and every effort is made to take advantage of benefits of the local cultures by means of field trips, guest speakers and school interchanges.

The high school is accredited by the North Central Association of Colleges and Secondary Schools which inspects and gives advice on its instructional and administrative program. The school's facilities are excellent and, if your child is a student there, you will probably be well pleased.

There is also a full program for elementary school children and an

## Film on Sea Power

A newly released Navy documentary film, entitled "Sea Power," is available for screening. It points up the role in today's world of the "ocean seas" and their expanding importance, both above and below the surface as well as on the surface itself.

The film outlines the historic mission of the U. S. Navy in maintaining the freedom of the seas. It also covers the present and potential utilization of the underseas, and the promise of the future, with a preview of possible ocean vehicles and weapons.

The sea service's capability and fire power are filmed in action, illustrating what makes the Navy a force for peace. "Sea Power" concludes with an account of how the Navy figured vitally in the solution of the Cuban crisis.

elementary school for grades one through four in operation at the Naval Communication Station at Sidi Yahia.

The school year consists of two semesters and pupils attend for a minimum of 175 days per year. The school year usually begins the day after Labor Day and ends around the 10th of June the following year.

If you have children enrolling in the dependents' schools at Kenitra they should bring along authenticated transcripts of their previous school records. Pupils are eligible for admission to the first grade when they are six years old, provided their birthday is on or before the 31st of December of the current school year. Proof of age is required



"That's the saddest story we ever heard, Hogan, but you still can't bring your dog aboard."

and elementary school children who are transferring from other schools should have their latest report card when registering.

There is a self-supported kindergarten which charges a fee of 10 dollars per child per month or 15 dollars for two children per month. It is operated on a half-day basis and you can take your choice as to whether you send your child in the morning or the afternoon.

Kindergarten usually begins the first week of September and ends the first week in June. A child should be five years old on or before 31 December to enroll, although four year-olds are sometimes admitted on special application. Parents furnish transportation to and from school.

## Religious Services

Protestant services are held each Sunday at the NAF chapel, and Sunday school is at the elementary school. A youth fellowship meets Sunday evenings.

Roman Catholic Mass is offered each day of the week in the NAF chapel and there are catechism classes during the week for both elementary and high school students.

## Your Car

If you want to ship your car to Morocco, it should be delivered either to the Naval Supply Depot at Bayonne, N.J., or to the Naval Supply Center at Norfolk, Va., at least seven days before your departure. If you cannot deliver the car personally, whoever does the job should have your power of attorney.

Obtain shipping instructions from NSD Bayonne or Norfolk before you deliver the car and be sure you comply with all of them. Obviously, your car should be in good condition.

No car more than six years old will be shipped. It is in fact advisable to ship a late model because of a general lack of spare parts and repair facilities in Morocco. Cars take a beating in Morocco, however, so you might not want to buy a brand new car for shipment.

It usually takes from six to eight weeks for a car to arrive in Morocco. When it does arrive, it is registered with Moroccan authorities. This applies also to cars purchased locally.

U.S. military personnel may obtain

temporary registration which is good for one tour of duty. If you extend, there is an extra cost for registration but it is moderate. It is computed on a standard fee based on the horsepower of the car. At present, temporary registration on a Ford, Chevrolet or Plymouth costs in the neighborhood of 50 to 60 dollars. If you own more than one auto, your second one must have a permanent registration which is much more expensive.

Auto insurance is mandatory. It is available on the base through American companies. If you are planning to use the same insurance coverage you have in the states, be certain it covers you while you are out of the country.

#### Uniforms

Service dress khaki, service dress blue, aviation greens and working khaki uniforms may be worn during the winter season from 1 October to 30 April by officers and chief petty officers. Enlisted personnel below chief may wear the undress blue "B" uniform or dungarees.

In the summer season, officers and chiefs wear service dress khakis (without blouse), tropical white and khaki, dress white or working khaki uniforms. Other enlisted personnel may wear the undress white "A" uniform or dungarees. When the weather is really hot, they wear the tropical white long or undress white "B" uniforms.

Officers and chiefs are required to have whites for inspections and formal wear. Uniforms are worn only on the base.

#### Clothing

Summers are warm and sunny in Morocco. The winters are cold and damp, and last from four to five months. This means you should bring both summer and winter clothing.

The same advice applies to women except that they might emphasize sports wear in Morocco somewhat more than in the States. A couple of dresses suitable for cocktails and late afternoon are handy. Officers' wives will attend one or two formal occasions during the year.

The stores on the base have a good selection but the demand is great and not all sizes are available. In addition to the base stores, there are French shops in Kenitra and seamstresses are available. A word



"Happy birthday, dear Bradshaw, Happy birthday to you!"

of caution—have your wife bring more than the usual number of nylons to give her a head start. Nylons are available on the base but the supply usually sells out fast.

The kids won't have any clothing problems they didn't have in the States. However, bring extra shoes, socks and blue jeans.

#### Pets and Firearms

Pets are restricted primarily to dogs, cats and domesticated birds. They must be registered and immunized. They are not normally allowed air transportation unless you send them by commercial air. Often they are inconvenient items to care for while you are in a hotel.

Firearms of any kind must be declared at Moroccan customs and a permit must be obtained. This rule is strictly enforced and violation can result in serious consequences, including prosecution by Moroccan civil authority. NAF has facilities for storing private firearms.

#### Recreation

It would be difficult to imagine a recreational facility that is not available to Navymen and their families at Kenitra. There is a recreation center, special services office and a well equipped library.

Athletic facilities include a golf course, a gym, handball courts, softball fields, a football field, basketball courts, swimming pool, a roller skating area, bowling lanes, and a skeet and trap range.

There is good hunting and fishing available. During the winter, skiing is only about three hours from Kenitra. Movies, a hobby shop, and a radio station also entertain Navy families at Kenitra.

There are professional tours spon-

sored by special services to Europe (as well as places of interest in Morocco) and there are clubs for almost every taste.

Like any place else, Morocco will have features you won't like. However, the Navy has gone out of its way to make life as comfortable as possible for you while you are in the country. While you are there you will find you can enjoy an exotic atmosphere with a minimum of inconvenience.

#### ATW To Be Disestablished, Channeled to AX Rating

The ATW (aviation electronics technician, airborne CIC operator) service rating is to be disestablished. A change in rating will be forthcoming for all ATW2s and ATW3s.

Other ATs, ATNs and ATRs will not be affected by this change.

ATWs will be recommended for a change to the AX (aviation anti-submarine warfare technician) rating, or to other avionics ratings for which they are qualified (TD, AQ or ATN, ATR). Generally, however, it is anticipated that most ATWs will be channeled into the AX rating.

Further details on this subject will be published by BuPers in the near future.

#### Nuclear Power Goes West

During the latter part of this year, the Navy's nuclear powered task force will begin a transfer from the Atlantic to the Pacific which will continue into 1966.

The first two of the four ships to be transferred will be *uss Enterprise* (CVAN 65) and *Bainbridge* (DLGN 25). The transfer will probably be made in October. *uss Long Beach* (CGN 9) and *Truxtun* (DLGN 35) will be transferred in 1966.

The proposal to utilize the endurance and self-sufficiency of the nuclear powered task force in the Pacific has been under study for quite a while. Its timing is dependent upon operational commitments.

To compensate for the loss to the Atlantic Fleet, one Pacific Fleet ship, *uss Columbus* (CG 12), will be transferred to the Atlantic and three ships previously scheduled for transfer to the Pacific will be retained in the Atlantic. These are *uss America* (CVA 66), *Daniels* (DLG 27) and *Wainwright* (DLG 28).

# There's Something for Everyone in This

**T**HIS is an up-to-date list of officer correspondence courses administered by the U. S. Naval Correspondence Course Center, together with their NavPers numbers and the number of assignments in each.

You will note that promotion and retirement credits are also listed for each course. You should further note that retirement credits do not apply to officers on active duty. Correspondence

courses are not obligatory for active duty officers; however, their satisfactory completion is made a matter of record for the use of selection boards and others concerned.

Officers can order these correspondence courses on Form NavPers 992 via official channels to the U. S. Naval Correspondence Course Center, Scotia, N. Y. 12302.

Naval Reserve officers on inactive

duty may earn credit for promotion and nondisability retirement through completion of certain Officer Correspondence Courses. USNR retirement and promotion points are creditable only to those eligible to receive them under current directives.

Officers on inactive duty residing in a foreign country are not ordinarily eligible for classified courses.

- ★ *Aircraft Electrical Systems*, NavPers 10757-1; 5 assignments, 10 promotion and retirement points.
- ★ *Airfield Pavements*, NavPers 10751-3; 4 assignments, 6 promotion and retirement points.
- ★ *Air Navigation, Part I*, NavPers 10959-A; 6 assignments, 12 promotion and retirement points.
- ★ *Air Navigation, Part II*, NavPers 10960-1; 8 assignments, 24 promotion and retirement points.
- ★ *Airplane Power Plants*, NavPers 10961-A3; 10 assignments, 16 promotion and retirement points.
- ★ *Antisubmarine Officer*, NavPers 10405; 10 assignments, 15 promotion and retirement points (Confidential-Modified Handling Authorized).
- ★ *ASW Operations*, NavPers 10406-A; 12 assignments, 18 promotion and retirement points (Confidential).
- ★ *Aviation Operations*, NavPers 10755-1; 9 assignments, 18 promotion and retirement points (Confidential).
- ★ *Basic Mechanical Engineering*, NavPers 10748-2; 4 assignments, 6 promotion and retirement points.
- ★ *Basic Structural Engineering*, NavPers 10749-3; 3 assignments, 6 promotion and retirement points.
- ★ *Cold Weather Engineering*, NavPers 10910-A; 5 assignments, 10 promotion and retirement points.
- ★ *Combat Information Center Officer, The*, NavPers 10952-A2; 16 assignments, 24 promotion and retirement points (Confidential).
- ★ *Communication Officer, The*, NavPers 10403-2; 10 assignments, 15 promotion and retirement points (Confidential-Modified handling authorized).
- ★ *Construction Battalion*, NavPers 10745-1; 6 assignments, 9 promotion and retirement points.
- ★ *Contract Administration & Contractor Labor Relations*, NavPers 10742-1; 3 assignments, 6 promotion and retirement points.
- ★ *Diesel Engines*, NavPers 10938-3; 11 assignments, 16 promotion and retirement points.
- ★ *Disaster Control*, NavPers 10746-1; 11 assignments, 18 promotion and retirement points.
- ★ *Disbursing, Part I*, NavPers 10976-A; 5

- assignments, 8 promotion and retirement points.
- ★ *Duty Afloat for Engineering Specialists*, NavPers 10941-A1; 6 assignments, 9 promotion and retirement points.
- ★ *Education & Training*, NavPers 10965-A2; 6 assignments, 8 promotion and retirement points.
- ★ *Electronics Administration & Supply*, NavPers 10926-A1; 6 assignments, 8 promotion and retirement points.
- ★ *Elements of Naval Machinery*, NavPers 10934-4; 15 assignments, 24 promotion and retirement points.
- ★ *Engineering Administration*, NavPers 10992-4; 6 assignments, 9 promotion and retirement points.
- ★ *Engineering, Operation & Maintenance*, NavPers 10935-A2; 10 assignments, 14 promotion and retirement points.
- ★ *Financial Management in the Navy*, NavPers 10732-2; 8 assignments, 12 promotion and retirement points.
- ★ *Foundations of National Power*, NavPers 10770-A3; 12 assignments, 24 promotion and retirement points.
- ★ *Fundamentals of Naval Intelligence*, NavPers 10728-A; 14 assignments, 24 promotion and retirement points (Confidential-Modified handling authorized).
- ★ *General Oceanography*, NavPers 10417; 5 assignments, 8 promotion and retirement points.
- ★ *Guided Missiles and Nuclear Weapons, Part I*, NavPers 10924-A2; 6 assignments, 12 promotion and retirement points.
- ★ *Guided Missiles and Nuclear Weapons, Part II*, NavPers 10409; 10 assignments, 15 promotion and retirement points (Confidential Restricted Data).

- ★ *History of the Chaplain Corps, Part I*, NavPers 10906-2; 8 assignments, 12 promotion and retirement points.
- ★ *History of the Chaplain Corps, Part II*, NavPers 10907; 6 assignments, 12 promotion and retirement points.
- ★ *History of the Chaplain Corps, Part III*, NavPers 10423; 10 assignments, 15 promotion and retirement points.
- ★ *Hot Weather Engineering*, NavPers 10915-2; 5 assignments, 8 promotion and retirement points.
- ★ *Industrial Management*, NavPers 10947-4; 10 assignments, 16 promotion and retirement points.
- ★ *Industrial Relations*, NavPers 10733-3; 11 assignments, 17 promotion and retirement points.
- ★ *International Law*, NavPers 10717-B; 12 assignments, 24 promotion and retirement points.
- ★ *Introduction to Naval Electronics*, NavPers 10444; 5 assignments, 10 promotion and retirement points.
- ★ *Introduction to Space Technology*, NavPers 10404; 5 assignments, 8 promotion and retirement points.
- ★ *Investigations*, NavPers 10726-3; 4 assignments, 6 promotion and retirement points.
- ★ *Jet Aircraft Engines*, NavPers 10985-B1; 7 assignments, 12 promotion and retirement points.
- ★ *Leadership*, NavPers 10903-A1; 8 assignments, 14 promotion and retirement points.
- ★ *Logistics*, NavPers 10902-A; 4 assignments, 6 promotion and retirement points.
- ★ *Mathematics, Part III*, NavPers 10450; 14 assignments, 42 promotion and retirement points.





# List of Officer Correspondence Courses

tirement points (Officer-enlisted course).

- ★ *Maintenance of Public Works and Public Utilities*, NavPers 10747-2; 6 assignments, 10 promotion and retirement points.
- ★ *Management & Industrial Engineering*, NavPers 10942-4; 7 assignments, 18 promotion and retirement points.
- ★ *Maneuvering Board, The*, NavPers 10933-3; 6 assignments, 15 promotion and retirement points.
- ★ *Marine Navigation, Course I*, NavPers 10921-3; 6 assignments, 12 promotion and retirement points.
- ★ *Marine Navigation, Course II*, NavPers 10945-2; 8 assignments, 24 promotion and retirement points.
- ★ *Meteorology*, NavPers 10954-B; 6 assignments, 12 promotion and retirement points.
- ★ *Military Justice in the Navy*, NavPers 10993-4; 16 assignments, 24 promotion and retirement points.
- ★ *Military Sea Transportation Service*, NavPers 10972-B; 6 assignments, 9 promotion and retirement points.
- ★ *Naval Airborne Ordnance*, NavPers 10964-3; 6 assignments, 12 promotion and retirement points.
- ★ *Naval Arctic Operations*, NavPers 10946-A; 6 assignments, 9 promotion and retirement points.
- ★ *Naval Aviation*, NavPers 10756-2; 7 assignments, 10 promotion and retirement points.
- ★ *Naval Communications*, NavPers 10416-1; 10 assignments, 15 promotion and retirement points.
- ★ *Naval Control of Shipping*, NavPers 10413; 4 assignments, 6 promotion and retirement points.
- ★ *Naval Electronics, Part I*, NavPers 10445; 15 assignments, 30 promotion and retirement points (Officer-enlisted).
- ★ *Naval Electronics, Part II*, NavPers 10446; 10 assignments, 20 promotion and retirement points (Confidential, Officer-enlisted course).
- ★ *Naval Electronics, Part III*, NavPers 10447; 7 assignments, 14 promotion and retirement points (Confidential, Officer-enlisted course).
- ★ *Naval Ordnance and Gunnery*, NavPers

10922-A3; 17 assignments, 36 promotion and retirement points.

- ★ *Naval Orientation*, NavPers 10900-5; 13 assignments, 20 retirement points.
- ★ *Naval Shipyard Duty for Engineering Specialists*, NavPers 10940-3; 4 assignments, 8 promotion, retirement pts.
- ★ *Naval Admiralty Law Practice*, NavPers 10725-1; 2 assignments, 3 promotion and retirement points.
- ★ *Navy Chaplain, The*, NavPers 10905-A1; 9 assignments, 18 promotion and retirement points.
- ★ *Navy Contract Law*, NavPers 10988-A1; 8 assignments, 16 promotion and retirement points.
- ★ *Navy Organization for National Security*, NavPers 10721-A; 7 assignments, 10 promotion and retirement points.
- ★ *Navy Public Information*, NavPers 10720-6; 6 assignments, 10 promotion and retirement points.
- ★ *Navy Regulations*, NavPers 10740-A3; 11 assignments, 24 promotion and retirement points.
- ★ *Navy Supply System, The*, NavPers 10978-A3; 3 assignments, 5 promotion and retirement points.
- ★ *Navy Travel*, NavPers 10977-4; 4 assignments, 8 promotion and retirement points.
- ★ *Nuclear Ordnance*, NavPers 10411; 5 assignments, 7 promotion and retirement points (Confidential).
- ★ *Nuclear Physics*, NavPers 10901-B1; 8 assignments, 32 promotion and retirement points.
- ★ *Oceanography in Antisubmarine Warfare*, NavPers 10418; 5 assignments, 8 promotion and retirement points (Confidential).
- ★ *Office of Judge Advocate General*, NavPers 10723; 2 assignments, 3 promotion and retirement points.
- ★ *Operations Officer, The*, NavPers 10414; 7 assignments, 10 promotion and retirement points (Confidential).
- ★ *Operational Communications*, NavPers 10760-A; 7 assignments, 12 promotion and retirement points (Confidential).
- ★ *Operational Tactics*, NavPers 10761-4; 10 assignments, 16 promotion and retirement points (Confidential).
- ★ *Personnel Administration*, NavPers

10968-B; 12 assignments, 18 promotion and retirement points.

- ★ *Power Generation & Distribution*, NavPers 10753-3; 6 assignments, 9 promotion and retirement points.
- ★ *Practical Damage Control*, NavPers 10936-4; 7 assignments, 12 promotion and retirement points.
- ★ *Practical Problems in Marine Navigation*, NavPers 10737-3; 4 assignments, 12 promotion and retirement points.
- ★ *Public Works Department Management*, NavPers 10741-A; 7 assignments, 12 promotion and retirement points.
- ★ *Quality/Reliability Assurance for Shipyard Application*, NavPers 10426; 11 assignments, 17 promotion and retirement points.
- ★ *Radiological Defense*, NavPers 10771-B; 12 assignments, 18 promotion and retirement points.
- ★ *Refresher Course for Meteorologists*, NavPers 10953-A; 12 assignments, 24 promotion and retirement points.
- ★ *Seamanship*, NavPers 10923-A4; 9 assignments, 14 promotion and retirement points.
- ★ *Security of Classified Information*, NavPers 10975-A4; 4 assignments, 6 promotion and retirement points.
- ★ *Ship Activation*, NavPers 10986-1; 6 assignments, 9 promotion and retirement points.
- ★ *Shipboard Electrical Systems*, NavPers 10991-A; 8 assignments, 12 promotion and retirement points.
- ★ *Shipboard Electronic Equipments*, NavPers 10762-A; 5 assignments, 8 promotion and retirement points.
- ★ *Shiphandling*, NavPers 10738-5; 11 assignments, 14 promotion and retirement points.
- ★ *Special Services*, NavPers 10969-A1; 4 assignments, 8 promotion and retirement points.
- ★ *Supply Afloat*, NavPers 10980-B2; 10 assignments, 15 promotion and retirement points.
- ★ *Supply Ashore*, NavPers 10983-A5; 14 assignments, 21 promotion and retirement points.
- ★ *Supply Duties for General Line Officers*, NavPers 10412; 4 assignments, 8 promotion and retirement points.
- ★ *Theoretical Damage Control*, NavPers 10937; 6 assignments, 12 promotion and retirement points.
- ★ *Uniform Code of Military Justice*, NavPers 10971-2; 2 assignments, 4 retirement points.
- ★ *Watch Officer, The*, NavPers 10719-4; 4 assignments, 6 promotion and retirement points.
- ★ *Water Supply and Sanitation*, NavPers 10750-2; 8 assignments, 12 promotion and retirement points.
- ★ *Weapons Officer, The*, NavPers 10722-A; 5 assignments, 8 promotion and retirement points.



# DECORATIONS & CITATIONS

## DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ KENNY, EDWARD C., Rear Admiral, MC, USN, as Chief, Bureau of Medicine and Surgery, and Surgeon General of the Navy, from February 1961 to February 1965. RADM Kenney contributed greatly toward a more efficient, modern, and economical management of the medical complex. Among his many noteworthy accomplishments were: the development of improved medical readiness measures to support the operating forces of the Navy and Marine Corps; increased aeromedical coverage for aviation units, effecting a further reduction in the toll of aircraft accidents; and significant submarine medicine support which involved establishment of a new Naval Submarine Medical Center. He took an active personal role in providing humanitarian assistance to foreign personnel, both individually and collectively, thereby earning much good will for the United States.

## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ GRANTHAM, ELONZO B., JR., Rear Admiral, USN, as Deputy Chief of Staff for Military Assistance Logistics and Administration on the Staff of Commander in Chief Pacific, from 13 Jun 1964 to 16 Jan 1965. RADM Grantham was responsible for and directly supervised all matters pertaining to military assistance plans and programs and PacCom tri-service logistics, maintaining efficiency, and effecting substantial monetary savings. He contributed materially to the logistic posture and combat readiness of the Pacific Command.

★ LYLE, JOSEPH M., Vice Admiral, SC, USN, as the first Deputy Director and later as Director of the Defense Supply Agency, from January 1962 to December 1964. VADM Lyle performed essential service in the planning and development of an unprecedented joint logistical

organization of the Department of Defense. Delegated optimum authority and freedom of action in all major policy and procedural determinations, he contributed substantially in directing and coordinating the organizational and operational concepts of the agency and exhibited a remarkable insight into the problems inherent in molding a newly-activated joint agency into a cohesive, productive organization. He was instrumental in achieving an exceptionally responsive organization to provide logistic support to the operating forces of all the military services and to provide this support effectively and economically.

## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ FAWCETT, CHARLES F., Seaman Apprentice, USN, while serving aboard *uss Ashtabula* (AO 51) at sea on the night of 20 Oct 1964. Learning that two men had become asphyxiated within a fume-filled aviation gasoline tank, Fawcett, fully aware of the personal dangers involved, voluntarily descended to a depth of over 30 feet into the dimly lighted tank, tied a lifeline around one of the unconscious men, and protected him from further injury during his removal from the tank. After a short period of recuperation outside the tank, Fawcett again volunteered to attempt a rescue of the second man, who was lying unconscious on the bottom of the tank, over 48 feet below. Despite the immediate danger that the intricate series of ladders could foul his own lifeline and air hose, leaving him trapped in the tank, Fawcett persisted in his efforts until he succeeded in rescuing the second victim.

★ GEORGE, JAMES R., Aviation Antisubmarine Warfare Technician Third Class, USNR, for heroic conduct in connection with the rescue of a 15-year-old girl who was seized and attacked by a gang of teen-aged boys in a subway station in Philadelphia, Pa., on the night of 6 Mar 1965. Although several other men who witnessed the assault failed to take any action to help the screaming and terrified victim, George immediately attempted to free the girl from her attackers. Displaying courage and determination, he doggedly fought the attackers until, savagely beaten by them, he managed to break away and summon

a policeman from the street above. All eight of the attackers were apprehended.

## BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ BARNHART, ROBERT C., JR., Commander, USN, as Commanding Officer, *uss Turner Joy* (DD 951), on the night of 4 Aug 1964 in action against aggressor forces in the Gulf of Tonkin, South China Sea. With his vessel under almost continuous gunfire and torpedo attack by hostile PT craft for a period of about two and one-half hours, CDR Barnhart fought his ship with skill and cool courage, inflicting severe damage on enemy craft without casualty or damage to his own vessel. The Combat Distinguishing Device is authorized.

★ OGIER, HERBERT L., JR., Commander, USN, as Commanding Officer, *uss Maddox* (DD 731), on 2 and 4 Aug 1964 in action against aggressor forces in the Gulf of Tonkin, South China Sea. Although his vessel was attacked by hostile PT craft on two occasions while carrying out a routine patrol, CDR Ogier effectively fought his ship, inflicting severe damage on enemy craft without damage to his own vessel. The Combat Distinguishing Device is authorized.

★ SHULTZ, RICHARD R., Lieutenant, MC USNR, for service at Station Hospital, Headquarters Support Activity Saigon, Republic of Vietnam, from 12 Oct 1963 to 1 Jul 1964. In addition to his regularly-assigned duties, LT Shultz, in his off-duty time, carried out a program of providing medical assistance to men of the Vietnamese Navy Coastal Force and their dependents. He visited Junk Division bases in remote and, in many cases, Vietcong-infested areas, to provide what was often the first professional medical treatment ever received by the paramilitary junk crewmen and their families. Although exposed to enemy gunfire on several occasions, he continued to carry out his missions, winning the admiration and respect of the Vietnamese by his courageous conduct under fire. During his tour of duty, LT Shultz provided sorely-needed medical assistance to over 3500 persons, and initiated a program of regular medical visits to remote bases which has been continued by the Vietnamese. The Combat Distinguishing Device is authorized.

# BOOKS

## PLENTY OF GOOD READING TO BE FOUND THIS MONTH

**T**HOUGH NOT AVAILABLE through the General Supply System, natural comedians are found in abundance throughout the Navy. Every outfit has at least one, without whom life would become just a dull process of aging for us all.

Your real-life favorite might be named Lou Purcell, Jerry Arntz, Jerry McConnell or Lee Schmitz, rather than Fatso Gioinni, but Rear Admiral Dan Gallery's Fatso, who comes to life in *Now Hear This*, will likely remind you of every shipmate comedian you've ever known.

This BM1, from his secluded headquarters in the incinerator room aboard an aircraft carrier, directs the fortunes and misfortunes of many a shipmate—including the CO, XO, master-at-arms and anyone else worth meddling with. Contrasted with his legendary love affair with the Navy is his constant war with *Navy Regs*, officers, customs, shore patrol, local society and other sinister forces.

Fatso does take a tolerant view of the regulations, since he realizes they are intended for those much greener in experience and shorter in longevity than himself. But he never allows his career to interfere with his personal comfort or to infringe on his civil rights.

Admiral Gallery, a well known character in his own write, draws on 43 years' experience with other characters in the Navy to present his story.

And, speaking of respect for constituted authorities, or the lack of it (unless it's earned, of course), *What Became of Gunner Asch?* He went

into politics, as might be expected. During World War II, Asch was not quite the master of his fate as was Fatso, so he attempted to get away from it all and achieve security by becoming mayor of a small German town and the proprietor of his own hotel. He neither gets away nor achieves security, because it just happens that his is a garrison town with both an air force base and an army post that require civil arbitration. Readers of the earlier books of Hans Hellmut Kirst will know that herein is a conflict concerning stupidity and authority, but the free spirit of man can hold it to a draw, if not conquer it.

The other fiction selection for this month, *With Blood and Iron*, by Douglas Reeman, presents fewer problems for the reader. It's a more-or-less straight, bang-bang action yarn concerning a Nazi sub skipper during the closing days of World War II. Come to think, there are a few problems, such as the eternal triangle, and the big plot to take over the failing Nazi government . . . All nicely resolved, of course.

The only trouble is, real life problems aren't quite so tidily resolved. Three selections this month, *The Ordeal of Samar*, by Joseph L. Schott, *Iwo Jima*, by Richard Newcomb, and *The Battle of Dienbienphu*, by Jules Roy and translated by Robert Baldick, make this point all too vividly.

As you may recall, the elite of the French army went to Indochina to clean up the guerrillas—a peasant army, at best. Somehow, it didn't work out that way. At the end of the war, Dienbienphu, considered the impregnable French strongpoint was lost. In *Dienbienphu*, Jules Roy is savage and indignant as he tells the story and lists the culprits whom he considers responsible for the debacle. He names names, too. (The commander-in-chief of the expeditionary force is said to have insisted that, logically—according to the rules—he should have won. One sometimes forgets that the rules are made only by the victors).

*Iwo Jima* is the story of war at its toughest, and it helps to distinguish between those elements which constitute victory or defeat. It was marked by determination and heroism, both on the part of the defenders

and attackers. It was a bloody, vicious, deadly battle, perhaps the toughest in the tough Pacific war. Newcomb gives a detailed, dramatic account, with emphasis on both sides, of the men who fought it. It was here that Marines and Navymen earned Admiral Nimitz' accolade: "Uncommon valor was a common virtue."

*Samar* presents another aspect of the realities of war. Samar is a small island in the Philippines and the occasion was the guerilla war that followed shortly after the Spanish-American War. What are some of the problems of guerrilla fighting? Samar gives an account of certain measures taken and the fate of the commanding officer considered responsible for them.

Maybe now you're ready for a swing to science and history. *The Scientist*, of the Life Science Library, and *Mathematical Bafflers* by A. Dunn, offer one avenue. *Meriwether Lewis*, by Richard Dillon, is another. *The Scientist* by Henry Margenau, David Bergamini and the Editors of Life, is just as good-looking, slick and readable as any of the others in the Life series. *Bafflers* claims to contain a series of some 125 "problematical recreations to challenge and entertain you".

Meriwether Lewis must have been quite a man. Not only did he and William Clark succeed in exploring the Northwest Territory, but they did it under conditions that would have broken the heart of an ordinary mortal. A good thing they did succeed for, had the Lewis and Clark expedition failed, claims Dillon, the U. S. today might well have been a small federation, surrounded by large French, British and Spanish territories.

If you're a history buff you will be delighted to know that the Division of Naval History has recently published Vol. I of *Naval Documents of the American Revolution*. This volume covers the Revolution from 1 Dec 1774 to September 1775, in both the American and European theatres. More will follow.

Copies may be purchased from the Superintendent of Documents, Washington, D. C. at \$9.00. If you wish, the Superintendent of Documents will notify you when subsequent volumes of the series are available.



"Mitchel's been out of the Navy a week now, Charlie."



# TAFFRAIL TALK

**W**E HAVE a beneficial suggestion.

Give all hands more to do on their return from overseas deployment. Particularly desk-type creatures. Obviously, they don't have enough to do and this gives them time to think.

We can visualize how it happened just as clearly as if we were there. There were these POIs sitting around the office (aboard USS *Kearsarge*) with their feet on the desk.

"Where you going on your leave?" asks one.

"Thought I might go up to Bonneville Salt Flats."

"You a racing nut?"

"Yeah. I guess."

"Really get some weird heaps up there, don't they? Get away with anything."

"No limit in design, hardly. Put wheels under the Big Kay, and we could enter her in the meet."

A pregnant pause while the three stare at one another, three razor-keen minds spinning their wheels frantically, cutting the idea to shreds.

"What a picture!" gloats Johnny Mathews, EM1. "42,000 tons of carrier coming down the road at you."

"We'll need a good run to get up speed," volunteers Tommy Tucker, YN1. "Better start up at the Canadian border."

Meanwhile, the technical consultant, Paul Terryberry, MM1, had been busy with pencil and paper. "I got it all figured out. When we get *Kearsarge* in the yard, she's going into drydock, see. It'll be easy to put wheels on her then. Maybe the yard workers will help us. Use four axles, eight wheels. Make the tires 50 feet in diameter to get her keel up off the ground.

"How much horsepower will we get?"

"That's not so good. M-mmmmm. Let me see. As I figure it, it would work out about 3.48 horsepower per ton. Better forget it. We'll be laughed off the track."

"I don't know. Look. If we can make 250 rpm, using all eight boilers, we can hit 211 mph easy."

"I thought you wanted to *break* the record, not just tie it."

"Lighten ship by giving special liberty to everybody except the Engineering Department."

"Better make it good the first time. We'll never have another chance."

"How will we get her stopped?"

"We won't. Just keep going."

★ ★ ★

It really happened, so they say.

The whole thing was a joint effort of two journalists and the three aforementioned Navymen aboard *Kearsarge* who obviously didn't have enough to do. It was reported as a final testimonial by John D. Burlage, JO1, and his pal Marc Whetstone (also a JO1), upon the occasion of Burlage's departure to the staff of *Naval Aviation News* in Washington, D. C.

Their topic of discussion: Think of the wildest idea that could possibly come to mind and what do you have? Obviously it was *Kearsarge* as an entry in the "open class" speed trials.

The three characters really did work the whole thing out. Whether or not they ever got the show on the road, we can't say.

We look forward to forthcoming issues of *NA News* and *Kearsaga*, ship's newspaper of CVS 33, with great interest. We always have. Incidentally, we can see how these "wildest ideas" contests might catch on.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

**ALL HANDS** does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

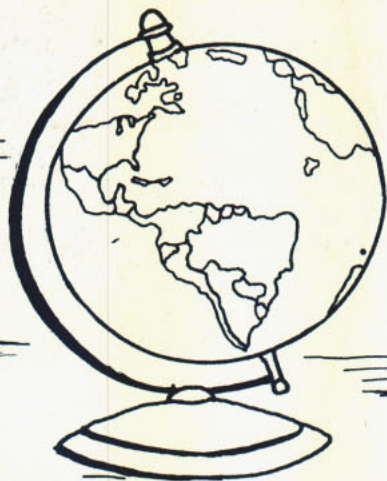
Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: WELL DONE**—Hospital Corpsman Second Class Troy W. Dooley, USN, receives commendation for removing steel splinter from shipmate's eye under emergency conditions aboard USS Wilhoite (DER 397). The commendation from ADM T. H. Moorer, then CincPacFlt, was presented by RADM H. S. Persons, Hawaiian Sea Frontier Commander.









**fringe benefit-  
adventure  
experience**

...

**NAVY**

**style**

